THURSDAY, SEPTEMBER 1, 1910.

Recognized Authority on Connellsville Coke Trade.

The Weekly Courier.

Circulates Wherever Coke is Manufactured or Used.

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Prices and Prospects.

COKE MARKET REMAINS FIRM WITH PIG IRON GOING DOWN.

Coke Prices Are Stoutly Maintained in Spite of the Persistent Decline of Pig Iron.

NO EVIDENCE OF DISTRESS

Sales For Prompt Furnace Coke Are Made at Precise Range Quoted in Last Week's Report—Contract Market Shows no Signs of Life.

Special to The Weekly Courier.

PITTSBURG, Aug. 31.—The Connellsville coke market displays remarkable firmness. With slightly declining prices for pig iron, coke prices are well maintained. There is no evidence of distress at any point in the market. The offerings of spot furnace coke at concessions from the going market, because the coke is loaded on cars and must be moved, often a feature in a fairly good market, is conspicuously lacking at this time. Evidently coke producers have been unusually discreet and conservative in the past couple of months, for new buying has been relatively light owing to consumers being so well covered by contracts, and in such a condition it often requires little to disturb the market and make it lower than it should be considering the relation of supply to demand. The market this summer has been subject to no such untoward influences.

A sale of 2,000 tons of prompt furnace coke has been made to an eastern interest at $1.60, while a sale of about 125 cars, to be delivered at the rate of four cars a day has been made to another interest at $1.65. These were the principal transactions of the week and they were made at the precise range quoted in last week's report.

A prominent merchant furnace interest which has been covering for September has bought a little more coke, but is understood not to have completely rounded out its requirements for the month. The contract market has shown no signs of life, as the going furnaces are well covered, with one exception, and no one is talking next year's business.

Foundry coke has been quiet since the midsummer contracts were closed. In some cases prompt foundry coke has been offered at $2.05, but such offerings are relatively rare, and $2.10 is the lowest that can be done in a regular way on any good brand, this being five cents lower than heretofore quoted, while some producers hold their coke as high as $2.25 and $2.50.

We quote standard grades of Connellsville coke as follows:

Prompt furnace	$1.60@$1.65
Contract furnace (nominal)	$1.75@$1.85
Prompt foundry	$2.10@$2.25
Contract foundry	$2.25@$2.50

We have compiled a statement of the average monthly prices of prompt furnace coke since the first of the year, taking the minimum quotations named in our weekly report. We give these below, together with the Bessemer and basic pig iron averages, as compiled from actual sales by a prominent pig iron interest. The pig iron prices are at Valley furnaces, coke being f. o. b. ovens:

1910 Month	Prompt Furnace	Bessemer Pig	Basic Pig	Ratio to Bessemer
January	$2.60	$19.00	$16.87	7.3
February	$2.30	$18.06	$16.31	7.8
March	$2.00	$17.58	$16.00	8.8
April	$1.80	$17.27	$15.94	9.6
May	$1.70	$16.20	$15.01	9.5
June	$1.65	$15.62	$14.70	9.4
July	$1.70	$15.50	$14.50	9.1
August	$1.62	....	....	..

The pig iron averages for August have not been announced, but inasmuch as the average price for coke in August is practically the same as the present market, the price can be compared with the present market prices for pig iron, these being $15 for Bessemer iron and $13.75 or less for basic. There have been sales of basic equal to less than $13.25, Valley, but it is claimed they do not make a market.

The strong feature about the coke showing is that from May to the present there has not been a decline of more than 10 cents a ton, whereas pig iron has declined an average of fully $1.50 per ton. It is the usual experience that, when the market declines, coke declines more than pig iron; but this has not been the case in the past four months, coke holding its own very much better than pig iron. In May, the relation of Bessemer was about 9½ tons of coke to a ton of pig iron, but at present the ratio is a trifle less than this. On basic, the May relation was nine to one, but the present ratio is about 8½ to one. The usual experience would be for these ratios to increase, rather than decrease.

Bessemer pig iron has declined 25 cents in the past week, two sales being made of 1,000 tons each at $15, Valley.

Basic iron has been quite irregular. It is understood that a furnace outside the Valleys made a sale of 1,000 tons at $14, delivered, with a freight of 45 cents, the Valley freight to the same point being 60 cents, and that the same furnace later made a sale of 1,500 tons at $14.10, delivered to a Pittsburg point, with a freight of 60 cents, the Valley freight being 90 cents. Thus the furnace would get $13.55 in one case and $13.50 in the other, the delivered prices figured back to the Valleys being $13.10 and $13.20 respectively. In the pig iron trade it is claimed that such prices could not be duplicated, the market being nearer $13.75, Valley, but this remains to be proved by sales at higher prices.

The foundry iron market has shown a slight stiffening since last week. The furnaces are quite firm at $14, Valley, for No. 2 prompt shipment, and inquiry has broadened, there being a number of requests for prices on forward delivery, both fourth quarter and first quarter.

MARKET BROADENS.

Better Demand For Iron But Prices Continue Low in Spots.

Special to The Weekly Courier.

NEW YORK, Sept. 1.—The American Metal Market and Daily Iron and Steel Report says:

The pig iron market is broadening out in a way which greatly encourages the trade. The Oliver Chilled Plow Works, at South Bend, Ind., has taken between 30,000 and 40,000 tons on its recent enquiry; some deliveries extending through the first half. It is reported, but not confirmed, that the United States Cast Iron Pipe & Foundry Company has bought 30,000 tons of Southern iron. If the sale was made it was probably on special terms. An offer of a small tonnage of Tennessee iron has been made on the basis of $10.50, Birmingham, or 25 cents less than Tennessee iron has heretofore been known to be offered at, while the Birmingham district furnaces quote a minimum of $11, Birmingham.

Steel-making iron has again sold at the lower prices made last week, Bessemer at $15, Valley, in a thousand-ton lot, and basic at $14.10, delivered Pittsburg, in a 1,500-ton lot. It is insisted that the basic price could not be duplicated.

Ferromanganese is about 25 cents higher, and by buying is better. London reports enquiries for 2,000 or 3,000 tons for American account, and a much better feeling.

Deliveries of unfinished steel and of finished steel are reported from several quarters as heavier. Bookings of steel products in August promise gains of 10 to 20 per cent. over July, but July was a poor month.

It is improbable that the American Sheet & Tin Plate Company will increase its tin plate output because the Amalgamated Association has called off its strike, the action coming so late in the season. The decision of the tinhouse organization to continue its strike is of no moment. The trade has forgotten it had a strike.

Leading steel mills are holding strictly to $1.40 on bars, plates and shapes, but a few outside mills, chiefly small ones, occasionally shade this basis on plates.

COKE PLANTS RESUMING.

In the Latrobe Region After a Long Period of Idleness.

With 25 men on hand the Superior No. 1 plant of the Latrobe-Connellsville Coal & Coke Company started operations Thursday, making the fifth plant to be put into operation by this company. The company's Derry No. 1 plant, its Superior No. 2 plant and the Peanut plant of the Ligonier Coal Company are running almost full capacity. The Saxman plant to the east of Latrobe is being cleane up preparatory to starting. The indications being that the coal and coke trade will soon be so improved as to warrant the resumption of work at the idle plants around Latrobe.

WILL ADD MORE OVENS.

Rainey Interests Will Add 240 Rectangulars to Mt. Braddock Plant.

In addition to replacing 150 beehive ovens with the Mitchell rectangular type ovens, the W. J. Rainey interests are preparing to erect an additional 240 rectangular ovens to those replacing the beehive ovens at Mt. Braddock.

Of the latter 40 have been crowned, while the remainder are well under way. Almost all the grading for the pusher machines has been done. It is thought that the new ovens will be added to the ends of the present blocks under construction.

Surveying Canal.

Surveyors have been at work along the old Pennsylvania canal near Steelton, the past few days, running lines and establishing boundries.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING AUG. 27, 1910.				WEEK ENDING AUG. 20, 1910			
District.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	24,310	16,632	7,678	197,569	24,310	16,668	7,642	198,378
Lower Connellsville	15,144	12,351	2,793	164,344	15,144	12,518	2,626	167,346
Totals	39,454	28,983	10,471	361,913	39,454	29,186	10,268	365,724
Furnace Ovens.								
Conellsville	19,037	13,784	5,253	164,936	19,037	13,784	5,253	164,940
Lower Connellsville	4,613	3,866	747	53,710	4,613	3,866	747	53,710
Totals	23,650	17,650	6,000	218,646	23,650	17,650	6,000	218,650
Open Market Ovens.								
Connellsville	5,273	2,848	2,425	32,633	5,273	2,884	2,389	33,438
Lower Connellsville	10,531	8,485	2,046	110,634	10,531	8,652	1,879	113,636
Totals	15,804	11,333	4,471	143,267	15,804	11,536	4,268	147,074

SHIPMENTS.	WEEK ENDING AUG. 27, 1910.	WEEK ENDING AUG. 20, 1910.
To Pittsburg	3,958 Cars.	3,918 Cars.
To Points West of Pittsburg	5,335 Cars.	5,546 Cars.
To Points East of the Region	982 Cars.	884 Cars.
Totals	10,275 Cars.	10,348 Cars.

TESTS ARE MADE OF ELKHORN COAL.

Kentucky Fuel Has Many Good Coking Qualities, It Is Said.

IS VERY LOW IN SULPHUR

It Burns Regularly and Waters Good But Porus Construction Falls Below Connellsville Standard—Fayette Countians Interested.

Fon Rogers, Cashier of the Pikeville, Kentucky, National Bank, and a well known coal man of the South, has been in the coke region for the past two weeks, testing coal from the Elkhorn coal fields of Kentucky. The Elkhorn field is a large one and is attracting much attention from the coke men of the Connellsville region. Many Fayette countians are said to be interested in it. Among others may be mentioned T. J. Mitchell, General Manager of the Rainey interests and a well known coke authority; C. H. Gorley, a former hotel man; J. F. McCracken, of Edenborn, J. M. Deffenbaugh and several other Masontown people.

The Marrowbone Coal & Coke Company, chartered under the laws of West Virginia, and composed largely of Connellsville coke region people, is developing 1,000 acres of the Elkhorn coal. The company intends to coke and coal as soon as their coke plant is erected. There will be 32 ovens in this plant. The plant is not far from Pikeville, which town is considered the center of the developments in the Elkhorn field.

The Elkhorn seams are from 4 to 4½ feet in thickness and the coal is said to closely resemble Connellsville region coal. The C. & O. lines penetrate this region. Thomas W. Watson, President of the Northern Coal & Coke Company, owns 25,000 acres, while the Elkhorn Consolidated Coal Company, of which Fon Rogers is President, is also a heavy holder and promising developer of the same field.

Tests have been made at Tower Hill and Royal Works. The tests made at Royal showed less than one-half per cent sulphur in the coal; 39 per cent carbon and a bare trace of phosphorus, while the body of the coal was of god cellular construction. The coal was burned in a beehive oven at Tower Hill No. 1, on Monday, for 72 hours. The coke burned regularly and even and watered good. The sides of this coke was inclined to burn more than does the Connellsville coal. This coke also broke well.

In the cellular or porous construction of the Elkhorn coke seems to fall noticeably below the Connellsville coke. It is also inclined to run together. The Elkhorn coke is very smooth, coking somewhat more in blocks than in lumps. At first appearance before it has been drawn this coke presents a heavy, dead appearance, although the coke is light. The coke is very tough and the lumps are harder to break than the ordinary Connellsville coke.

Some expert coke burners say that this coke is not the equal of Connellsville coke for fuel purposes, but those interested in it say that it will come up to the standard of the Connellsville region.

Shower Was Needed.

A badly needed shower began falling yesterday morning and continued throughout the day.

BUSY AT ROYAL.

Crack Rainey Plant Will Be Among Best in Region.

The new Royal plant of the Rainey interests is fast nearing completion. There will be three blocks of rectangular ovens at this plant when it is completed. All three of the blocks will be close together. The two blocks now in operation are not more than eight feet apart and the pushing machine works between them while the loading machines are on the outside.

There will be a large number of tenement houses erected at this place. The houses will be built on the modern tenement house plan and will probably be built in the same manner as are the tenements at the Allison plants. The houses at the Allison plants will have bath tubs and running water and probably all of them electrically lighted. Only skilled labor is required at the Royal and Allison plants, with the exception of the miners, and it can be seen that these houses will be rented to the better class of laborers.

TIPPLE AT LINCOLN PLANT.

Is Equipped With Endless Chain Device to Assist Dumping of Cars.

The tipple at the Lincoln plant of the Lincoln Coal & Coke Company is so arranged that the loaded mine cars run with their own impetus to the dumping chute and the empty ones run away from it in the same manner. From the head of the tipple the track is sloped towards the chute. The empty cars are drawn to the regular level by an endless chain working on the same principles as the roller coaster. This manner of dumping is a great saving of labor.

The mine is excellently equipped with all the up to date mining machinery, including telephones in which enable the mine foreman to keep in immediate touch with the outside world.

All the coal at the Lincoln plant is crushed by a modern coal crusher. This vein of coal is said to be one of the best coking coals in the region.

EQUIPMENT ORDER PLACED

For Structural Steel Needed For Big Mobile Industry.

Francis L. Robbins, who took active part in developing the coal industry of Pittsburg, has returned from Mobile, Ala., and is arranging to place orders for $2,000,000 of structural steel, machinery and equipment for the Mobile Portland Cement & Coal Company of which he is President.

This company owns large tracts of coal and marl lands in Alabama and many acres of timber lands, with its own transportation line of steamers, docks and storage property on tidewater at the gateway of the imense markets of the South and Central American countries.

MINE OPENING

At Junction Plant Off End of Ovens Charging Direct From Mine Car.

The opening of the mine at the Junction plant of the Marietta-Ganier Coke Company at Broad Ford is directly off the west end of the coke ovens. The coal is hauled from the mine to the ovens in mine cars by a rope haulage system and the ovens charged direct from the cars.

There are only 20 ovens in this plant, and they are out of operation at present. The abutements at this yard are even with the tops of the railroad cars which lessens the labor of the coke drawer.

Water Shortage.

Two weeks is as long as the supply of water will last at Johnstown if rain does not fall soon. The city will then have to use the Cambria Steel Company's water.

FINISH FIGHT TO END STRIKE.

Restraint of Trade is Alleged Against Labor Leaders.

MANY SENSATIONS PROMISED

Coal Companies Combine to Break Up Trouble Which Has Lasted For Months in the Greensburg-Irwin Field—May Uncover Big Graft.

Although up to noon today no legal action had been taken, plans are being carefully laid for a battle of the coal operators against the striking miners of the Greensburg-Irwin field; one that will attract the attention of the entire country. The fight will bristle with sensations, not the least of which is the expected arrest of more than 80 strike leaders.

The prosecutions will be entered simultaneously in the Westmoreland and Allegheny county courts today. For weeks plans have been laid for the coup which will bring the trouble to a head. A great labor struggle is predicted. The coal operators have retained a brilliant array of legal talent while the miners will battle vigorously.

Nearly 10,000 men have been idle in the field since last March. The struggle has been a bitter one, marked at times by riots and bloodshed. The miners are aware of the impending action and the hundred or more organizers against whom legal proceedings will be instituted are prepared to fight back when the time comes.

The men will be charged with conspiracy and inciting riot. Both sides have fought stubbornly since the strike was inaugurated and large sums of money have been spent by both sides without either yielding. The strike will be fought as a combination in restraint of trade.

But there are other sensations besides the mere arrest of the organizers. Charges have been filed with Attorny General Hampton Todd at Harrisburg which are expected to cause excitement. The mine operators, in this action, want to know what becomes of the vast sums they have expended for protection. The owners are paying $5 a day for each deputy. The officer gets between $2.50 and $3. The operators seek to discover what becomes of the difference.

For weeks private detectives have been in the field gathering evidence, not only against the organizers, but against the alleged "grafters" as well.

The mine owners, in their war upon the strikers, declare the strike was not sanctioned by the national body of the United Mine Workers and has been continued by the accused labor leaders without authority. The strike was, however, recognized by the officials of the Pittsburg district, President Francis Feehan directing the work.

MINER ELECTROCUTED.

In Trying to Rescue Mule Falls Against Live Wire.

Coming in contact with a live wire used to supply the electric coal digger in the Footedale mines, Charles Fetenak, was instantly killed Monday.

While riding out a mule became entangled in the harness and when Fetenak attempted to remedy the difficulty he was thrown against the live wire.

SLUMP IN COKE PASSED

Say Several Prominent Connellsville Operators.

That the end of the coke slump is in sight is shown by the preparations that are being made in the east for the much expected activity. It is a general impression among the most important industrial men that the worst is over and that September will bring much better times.

George Whyel has returned from a visit to Chicago where he says the business situation is good. The market price for coke is about $1.60 there. Mr. Whyel also conferred with eastern capitalists who think that the slump is over.

John W. Gates is optimistic regarding the steel outlook. He believes that 1911 will be a big year in steel and and that the Republic Iron & Steel Company will then be able to show what it is capable of doing in the matter of earnings with its new steel mills completed.

B. & O. TO INSTALL

Appliances to Free Tunnels of Smoke Nuisance.

In the building of the new double track tunnels at Tunnelton and at the Sand Patch grade, the Baltimore & Ohio will put in an appliance to relieve passengers and trainmen of annoying smoke and gases. The smoke and gas will be forced ahead of the train and out the mouth of the tunnel.

The appliance consists of a pipe running through the walls into which fresh air is forced at the entrance by swift moving fans. Automatic valves are placed in these pipes at intervals, releasing the air under pressure, which takes the smoke and gases as the engine emits it.

This construction work is part of the plan mapped out by President Willard for improving the road when he first took charge. The cost of these improvements is estimated at $40,000,000.

The Sand Patch tunnel will also be eliminated and a new double track one, two and a half miles long, will be built on a revised line extending westward to Meyersdale.

ONE MAN CAUSED STRIKE.

At the Mines of the Pennsylvania Coal & Coke Company.

The discharge of one man, for alleged incompetency, though the miners say it followed an old grudge, has been responsible for the tying up of the entire operations of the Pennsylvania Coal & Coke Company, near Johnstown. About 700 men are on strike.

The cause of the trouble is John Jacobson, a cuting machine operator in No. 32 Mine. The charge was that he was not cutting deep enough or wide enough into the seam of coal. The strikers say they will not go back to work until Jacobson is given his former position.

RAILROAD EARNINGS BIG.

First Week of August Shows Big Increase in Railroad Incomes.

The total gross earnings of all railroads of the United States reporting for the first week in August was $8,554,659, a gain of 3.5 per cent as compared with the earnings of the same roads of the corresponding period of last week. Earnings in all parts of the country continue good. The per cent of gain for the first week in August is not as large as in earlier months of the year.

MANY MEN IDLE.

Low Water Throws Over 1,000 Men Out of Work.

PITTSBURG, Aug. 27.—More than 1,000 men of the Youngstown plants of the Republic Iron & Steel Company are temporarily out of work because of the shuting down of the various departments on account of low water. At the plants of the Youngstown Sheet & Tube Company a shut-down is expected soon unless rain falls within a few days.

Will Develop Coal Land.

The Virginia & Pittsburg Coal Company will develop 250 acres of coal land at Fairmont, W. Va. The coal will be picked. It is estimated that the daily capacity of the mine will be 800 tons.

Miner Electrocuted.

Samuel Holtzinger, aged 15, was electrocuted at the No. 35 mine of the Berwind-White Company at Windber, Monday. He forgot to turn off the current of a high voltage wire he intended to repair.

Production and Output.

THE HOPE OF CONSOLIDATION HAS SUSTAINED COKE PRICES

And Prevented Demoralization in the Face of a Persistently Declining Pig Iron Market.

SHIPMENTS REMAIN THE SAME

Production Decreased Slightly During Past Week, Confined to Independent Plants, But Little Coke Is On the Yards or Being Stocked.

The production and output of the Connellsville coke region continues practically the same. There has been a slight falling off in production, but shipments hold steadily up to 10,000 cars weekly. In the absence of any save a very indifferent and informal organization, the independent or open market operators are acting with remarkable unity and unusual success in the important work of maintaining prices.

Some surprise is expressed in buying circles that the coke market has been so well sustained during the dull summer months and in the face of a constant falling off in pig iron prices. The latter condition has hitherto always been intensified in coke prices. The fact that the rule has been reversed may have been due to several causes, but perhaps none have been more moving than the hope of consolidation or the establishment of a central selling agency. These hopes have been held out to the operators all summer, and they have had a stiffening effect upon their vertebrae. It has been an interesting fact that, while mergers have not merged, combinations have not combined and sales have not centralized in a single agency, the agitation concerning them has in every instance helped to save the coke market from reckless price-cutting or utter demoralization. It so served this summer, and last summer it expressly prevented the operators from making low-priced contracts and enabled them to reap the full measure of the rich harvest which came with the boom last fall. In the light of these experiences, the intelligent operators are asking themselves whether, if the hope of combination is so effective for their benefit, the full realization would not prove more profitable. With proper consolidation or cooperation, there is no reason why Connellsville coke should ever have sold under two dollars per ton this year or any other recent year.

Production fell off 3,800 tons, the curtailment being confined to the independent interests. The furnace ovens made practically the same amount of coke as they did the previous week. There are about 200 ovens less in operation. A few of the plants are running full but five days is the rule in the region. There is very little stocking of coke and the yards are comparatively clean.

Shipments show a slight gain and remain above 10,000 cars. There was a falling off last week in Western shipments of 211 cars, but a gain of over 100 cars in Eastern shipments. Upon the whole there was an increase of 73 cars in the output.

No serious trouble is reported on account of water supplies and the recent rains will help the situation.

The big Isabella operation is making its initial coke this week. There are 75 ovens completed and they are being slowly fired up.

The coke from this plant will not enter the market for some time, its primary production being sold ahead to new furnace interests on long-time contracts.

The following table shows the total number of ovens, the ovens in blast, total production and total shipments in the Connellsville regions since January 1, 1910.

Week	Ovens	In	Tons	Cars
Jan. 1	39,158	36,272	449,082	13,743
Jan. 8	39,219	36,286	454,062	13,826
Jan. 15	39,219	36,343	457,415	14,488
Jan. 22	39,419	36,794	471,222	15,043
Jan. 29	39,419	36,870	471,496	14,891
Feb. 5	39,419	36,877	474,267	14,881
Feb. 12	39,419	36,653	466,344	14,119
Feb. 19	39,425	36,645	463,123	14,950
Feb. 26	39,425	36,427	461,774	14,503
Mar. 5	39,425	36,419	467,311	14,374
Mar. 12	39,455	36,506	464,897	14,797
Mar. 19	39,455	36,474	462,820	13,456
Mar. 26	39,455	35,898	452,986	13,581
Apl. 2	39,459	35,668	455,271	13,459
Apl. 9	39,459	34,561	447,508	12,514
Apl. 16	39,459	32,794	418,474	12,862
Apl. 23	39,459	33,259	425,152	12,318
Apl. 30	39,346	30,384	372,807	12,326
May 7	39,308	30,412	390,134	10,943
May 14	39,308	30,441	396,777	11,539
May 21	39,308	30,420	394,185	11,360
May 28	39,308	30,122	396,441	11,322
June 4	39,403	30,357	398,294	11,277
June 11	39,404	[illegible]	401,737	11,157
June 18	39,478	[illegible]	[illegible]	[illegible]
June 25	[illegible]	[illegible]	[illegible]	[illegible]
July 2	39,418	[illegible]	[illegible]	[illegible]
July 9	39,454	[illegible]	[illegible]	[illegible]
July 16	[illegible]	[illegible]	[illegible]	[illegible]
July 23	39,454	[illegible]	406,507	10,461
July 30	39,454	29,580	409,206	10,297
Aug. 6	39,454	29,710	408,505	10,299
Aug. 13	39,454	29,171	397,271	10,060
Aug. 20	39,454	29,186	365,724	10,348
Aug. 27	39,454	28,983	361,913	10,471

FRICK BOYS PLAY GOOD BASEBALL.

Their Work on the Diamond Equal to That in Mines or at Ovens.

EXCITING PENNANT CHASE

Leisenring Boys Under C. B. Franks Are in the Lead But Other Teams Are Close Behind—Season Is Now Drawing to a Close.

The employes of the H. C. Frick Coke Company can play good baseball as well as mine coal and draw coke. This has been shown through the medium of the Central Frick League, which was organized among the coke works of the Connellsville region. There are eight clubs and every one of them is playing good baseball. It is generally conceded that the teams are playing better ball than any of the independent teams of this section and about as good as some of the league teams that used to represent Connellsville.

The Central Frick League was organized rather late in the season this year and is really only the foundation for a more substantial organization in future years. That it will be continued is not doubted.

The league was originally organized with Leisenring, Trotter, Davidson, Monarch, Bute, Bitner, Lemont and Youngstown. Soon after the season started Youngstown withdrew but its place was ably filled with Morgan, composing the Broad Ford valley boys.

When the league was organized Raymond S. Coll was elected President and George S. Connell Secretary. Both are of The Courier, which is the official paper of the league. L. F. Shutterly of the H. C. Frick Coke Company at Leisenring was elected Treasurer. Under this official board the league has prospered.

Keen rivalry of a friendly nature has sprung up among the employes about the plants which are represented in the league. Hundreds attend the games and root vociferously for their favorites. Particularly at plants remote from the street cars the ball games have been a source of great amusement and interest for the men off duty.

In the northern end of the region the Northern Frick League has been organized along similar lines and next year it is probable the Lower Connellsville region will have it league.

The Central Frick League will close its season next week. Indications point to Leisenring winning the first pennant, with Trotter, Morgan, Davidson, Bitner, Monarch and Bute hot contestants for second and third places. Lemont is the only team out of the running. Lemont has played good ball but has been unlucky in nearly every game.

BIG BRICK DEAL.

Johnstown Capitalists Take Over Valuable Properties in Mountains.

Winter Rose of Lorain, Ohio, will likely be made manager of the Savage Fire-Brick Company's plants at Hyndman and Williams, Bedford county, and at Keystone, near Meyersdale, as a result of the deal consummated today whereby W. Horace, Percy Allen and Forest Rose became the owners of the large concern. The company was purchased from Scott Dibert, John H. Waters, Samuel B. Waters, Dr. George W. Wagoner and Supt. H. H. Hill. All the purchasers are from Johnstown.

The par value is $500,000 and it is understood this was shaded a trifle. For various reasons the project has not succeeded as well as was to have been expected and Attorney Percy Allen Rose and his brother, Winter Rose are expected to put the plant into first class condition. In the property are 3,600 acres of land, part of it underlaid by the finest fire clay to be found anywhere.

Scott Dibert, one of the chief figures in the Savage concern, also owns the Mount Union Fire Brick Plant which is an individual asset and it is understood to be profitable. Attorney Rose spent yesterday looking over the Savage Company's factories.

DEMURRAGE CAUSES PROTEST.

Coal Shipper Files Charge Against Baltimore & Ohio Railroad.

WASHINGTON, D. C., Aug. 30—A restraining injunction against alleged excessive demurrage charges and reparation are asked through the Inter-state Commerce Commission against the Baltimore & Ohio Railroad by the Crescent Coal and Mining Company of Chicago in a complaint filed today.

The coal company ships coal from Johnstown and Salisbury, Pa., and Cumberland, Md. It claims to have paid $50 in unlawful demurrage charges, the cause of the delay in unloading being the failure of the Baltimore & Ohio to make prompt delivery of coal cars to the Chicago, Milwaukee & St. Paul Railroad, the associate carrier into the coal company's yards and territory.

The coal company asks an injunction preventing the Baltimore & Ohio from making collection of demurrage charges arising through its own or another railroad's fault and a refund of $50 paid out in such demurrage charges.

CONNELLSVILLE REGION NOTES.

The firing of the boilers at the coke plants throughout the region with coke breeze is becoming more in vogue every month and scores of plants have within the past six months equipped their plants with feeding and blowing devices so that they can more easily burn the breeze. The firing of the breeze by hand is very laborious and keeps the stoker constantly at his post. The invention of automatic feeders and blowers eliminates this and now one man can do the work that before would require a half dozen.

The use of the ash breeze in firing the boilers at the Parshall plant of the Puritan Coke Company has proven to be successful. Nearly all the ashes of each day's run are used to fire the boilers. There is no mountainous ash dump as are several of the other plants in that section.

The cog incline of the Kyle plant has been working successfully without a mishap for the past several months. Cog inclines often get out of order owing to the heavy wear and tear they are subjected to.

Several repairs are being made at the Continental No. 2 plant this week.

Coke breeze has been used at the Acme plant for over a year for firing the boilers of the plant. All the ashes from the 48-hour coke are hauled to the boiler house while the ashes from the 72-hour coke are hauled to the dumps. The latter does not make good fuel. The ashes are burnt under force blast.

The new man-carrying system put in at the Davidson boiler house some months ago has proved to be successful. The ashes from under the boilers are washed into the river.

Many improvements are being made at the Chester plant of E. A. Humphries & Company at Vances Mills. The plant is idle at present.

Owing to lack of orders the Spring Grove plant of the Cochran Brothers is idle. The operators don't like the prices.

Several improvements have been made recently on the haulage system at the Leisenring No. 2 plant.

The tramway to haul the coal from the new opening to the coke plant at Shamrock is almost completed. This tramway is about two miles in length. It winds around the hill from the Shamrock plant to a point above the trolley track where the new opening is located. A small portion of the trestle over the trolley tracks remains to be completed.

A new pump has been installed in the Republic mine. Other improvements are being made around the works.

W. L. Affelder, Superintendent of the Brownfield plant, underwent an operation for appendicitis at the Uniontown hospital, August 16. He was able to leave the hospital Saturday.

Edward Rheinert, formerly an engineer for the H. C. Frick Coke Company who violated the mining laws several weeks ago at the Standard plant, was fined $20 and costs by Judge Doty, of Greensburg on Saturday. Rheinert endangered the lives of 300 miners who were at work in the Standard mine when one night he went to work inebriated and falling asleep let the large fan stop which supplies the miners with air.

Several improvements are being made on the tipple of the Franklin plant of the Lincoln Coal & Coke Company this week.

Large shipments of steel mine car bottoms are being made from the Everson Frick car shops to their many plants in the region.

Martin Witoskik, aged 32, was caught in a fall of slate at Lynn works Monday and sustained a fracture of the right arm, besides having his face badly lacerated.

Drouth Effects Mine.

IRWIN, Aug. 27.—Edna No. 2 mine, southeast of town, has been shut down indefinitely because of failure of the water supply, the reservoir having gone dry.

LIST OF COKE OVENS IN

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Aug. 27, 1910.

Total Ovens	In Blast	Name of Works.	Name of Operators.	P. O. Address.
260	180	Acme	W. J. Rainey	New York, N. Y.
60		Acme	Penn Coke Co.	Uniontown
275	250	Adelaide	H. C. Frick Coke Co.	Pittsburg
261	150	Alverton No. 1	H. C. Frick Coke Co.	Pittsburg
104		Alverton No 2	H. C. Frick Coke Co.	Pittsburg
397	360	Baggaley	H. C. Frick Coke Co.	Pittsburg
183	182	Beatty	Mt. Pleasant Coke Co.	Greensburg
120		Bethany	Majestic Coke Co	Uniontown
300	150	Bitner	H. C. Frick Coke Co.	Pittsburg
88		Fairme	Wharton Furnace Co.	Uniontown
120	120	Boyer	Mt. Pleasant Coke Co	Greensburg
240	160	Brinkerton	H. C. Frick Coke Co.	Pittsburg
238	180	Buckeye	H. C. Frick Coke Co.	Pittsburg
30		Brush Run	Brush Run Coke Company	Mt. Pleasant
260	200	Calumet	H. C. Frick Coke Co.	Pittsburg
57	57	Carbon	Keystone Coal & Coke Co.	Greensburg
20	16	Carolyn	Peerless-Connellsville Coke Co.	Pittsburg
303	250	Central	H. C. Frick Coke Co.	Pittsburg
54		Chester	Sunshine Coal & Coke Co.	Uniontown
100	100	Clara	Clare Coke Co.	Greensburg
103	80	Clarissa	James Cochran Sons Co.	Dawson
120		Coulbrook	H. C. Frick Coke Co.	Pittsburg
400	400	Collier	H. C. Frick Coke Co.	Pittsburg
400	300	Continental No. 1	H. C. Frick Coke Co.	Pittsburg
225	250	Continental No. 2	H. C. Frick Coke Co.	Pittsburg
300	250	Continental No. 3	H. C. Frick Coke Co.	Pittsburg
120	120	Crossland	H. C. Frick Coke Co	Pittsburg
323	300	Davidson	H. C. Frick Coke Co.	Pittsburg
40		Dexter	J. R. Stauffer & Co.	Scottdale
220		Dorothy	H. C. Frick Coke Co.	Pittsburg
80	40	Dunn	Dunn-Connellsville Coke Co.	Brownsville
40	40	Ellen No. 1	Whyel Coke Co.	Uniontown
70	28	Ellen No. 2	Whyel Coke Co.	Uniontown
150	60	Elizabeth	Unity-Connellsville Coke Co.	Greensburg
218	123	Elm Grove	W. J. Rainey	New York, N. Y.
166	100	Fort Hill	W. J. Rainey	New York, N. Y.
17		Foundry	H. C. Frick Coke Co.	Pittsburg
50	40	Franklin	B. F. Keister & Co.	Scottdale
105		Frick	H. C. Frick Coke Co.	Pittsburg
101	50	Gilmore	Gilmore Coke Co	Uniontown
212	100	Grace	W. J. Rainey	New York, N. Y.
272	200	Heein No. 1	H. C. Frick Coke Co.	Pittsburg
600	350	Heein No. 2	H. C. Frick Coke Co.	Pittsburg
300	250	Heein No. 3	H. C. Frick Coke Co	Pittsburg
50	50	Hester	Sunshine Coal & Coke Co.	Marontown
80		Henry Clay	H. C. Frick Coke Co.	Pittsburg
20		Home	Stauffer & Wiley	Scottdale
355	305	Hostetter	Hostetter-Connellsville Coke Co.	Pittsburg
100		Humphrey	Bessemer Coke Co.	Pittsburg
250	250	Juniata	H. C. Frick Coke Co	Pittsburg
20		Junction	Marietta-Garrier Coal & Coke Co.	Connellsville
206	250	Kyle	H. C. Frick Coke Co.	Pittsburg
499	400	Leisenring No. 1	H. C. Frick Coke Co.	Pittsburg
498	400	Leisenring No. 2	H. C. Frick Coke Co.	Pittsburg
500	400	Leisenring No. 3	H. C. Frick Coke Co.	Pittsburg
304	250	Leith	H. C. Frick Coke Co.	Pittsburg
327	200	Lemont No. 1	H. C. Frick Coke Co.	Pittsburg
250	250	Lemont No. 2	H. C. Frick Coke Co.	Pittsburg
20		Little Sunshine	King Coke Co.	Uniontown
32		Love	C'ville-Mutual Coal & Coke Co.	Scottdale
40	40	Magee	Magee Coke Co.	Uniontown
268		Mahoning	Cambria Steel Co	Dunbar
510	300	Mammoth	H. C. Frick Coke Co.	Pittsburg
400	300	Margaretta	H. C. Frick Coke Co.	Pittsburg
25	25	Marion	Marion Coke Co	Udell, Pa
40		Marthabel	Northern Connellsville Coke Co.	Connellsville
140	100	Morgan	H. C. Frick Coke Co.	Pittsburg
370	298	Mt. Braddock	W. J. Rainey	New York, N. Y.
310	310	Mt. Pleasant	Mt. Pleasant-Connellsville Coke Co.	Greensburg, Pa
145		Mutual	H. C. Frick Coke Co.	Pittsburg
32		Myers	Brownfield-C'ville Coke Co	Uniontown
229	128	Nellie	Brown & Cochran	Dawson
234	200	Oliphant	H. C. Frick Coke Co.	Pittsburg
323	328	Oliver No 1	Oliver & Snyder Steel Co.	Pittsburg
480	480	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
218	205	Painter	H C Frick Coke Co.	Pittsburg
489	200	Paul	W. J. Rainey	New York, N. Y.
25		Pennsville	Pennsville Coke Co.	Pennsville
15		Percy	Marietta & Stillwagon	Percy
400	400	Phillips	H C Frick Coke Co.	Pittsburg
182		Rainey	W. J. Rainey	New York, N. Y.
445	400	Redstone	H C Frick Coke Co.	Pittsburg
650	300	Revere	W. J. Rainey	New York, N. Y.
28		Sapper	Shannon Coal & Coke Co	Uniontown
110	110	Semet-Solvay	Dunbar Furnace Co.	Dunbar
42		Shannon	Shannon Coal & Coke Co.	Uniontown
36		Shirey	South Fayette Coal & Coke Co.	Uniontown
448	300	Shoaf	H. C. Frick Coke Co.	Pittsburg
625	400	Southwest No. 1	H. C. Frick Coke Co.	Pittsburg
250	150	Southwest No. 2	H. C. Frick Coke Co.	Pittsburg
150	150	Southwest No. 3	H. C. Frick Coke Co.	Pittsburg
151		Southwest No. 4	H. C. Frick Coke Co.	Pittsburg
61		Spring Grove	Cochran Bros.	Dawson
903	700	Standard	H. C. Frick Coke Co.	Pittsburg
24	24	Sterling No. 2	H. C. Frick Coke Co.	Pittsburg
155		Stewart	Stewart Iron Co	Uniontown
135		Summit	H. C. Frick Coke Co.	Pittsburg
40	24	Thomas	Whyel Coke Co.	Uniontown
40	40	Tip Top	H. C. Frick Coke Co.	Pittsburg
484	400	Trotter	H. C. Frick Coke Co.	Pittsburg
70		Union	W. J. Rainey	New York, N. Y.
350	350	United	H. C. Frick Coke Co.	Pittsburg
250	150	Valley	H. C. Frick Coke Co.	Pittsburg
60	60	Veteran	Veteran Coke Co.	Greensburg
150	150	White	H. C. Frick Coke Co	Pittsburg
352	202	Whitney	Hostetter-Connellsville Coke Co.	Pittsburg
300	200	Wynn	H. C. Frick Coke Co.	Pittsburg
500	400	Yorkrun	H. C. Frick Coke Co.	Pittsburg
241	200	Youngstown	H. C. Frick Coke Co.	Pittsburg

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General Manager Robertson and Party Inspect Work Done.

WILL USE BIG LOCOMOTIVES

Several of the Mallet Type Will Be Placed Between Connellsville and Cumberland—Are Excavating 27,000 Yards Daily Now

CUMBERLAND, Aug. 27—An official inspection of the mammoth railroad undertaking now in process of building by the John B Carter Construction Company for the Western Maryland railroad was made Thursday afternoon by General Manager Alexander Robertson, Chief Engineer H H Pratt and Division Engineer Laird of the Western Maryland railroad, John B Carter General Manager Neeley and Chief Engineer A W Jones of the construction company

The work is now progressing very rapidly, particularly between this city and Savage mountain In this short distance thirteen monster steam shovels are excavating the earth and rock, seven of them on a double shift Along the whole line from Cumberland to Connellsville, thirty three steam shovels are at work and four more are to be installed as soon as the Carter Construction Company completes its Cincinnati Hamilton & Dayton contract in Ohio The working force has grown to 700 men and this will be increased to 1500 before the close of the year The excavation now approximates 27 000 yards daily and at this rate the work will be completed within fifteen months Between this city and Savage mountain the road will be double tracked in anticipation of heavy traffic from the time the extension is completed

General Manager Robertson is highly pleased with the work as it has thus far progressed Building a railroad through the mountains involves many intricate engineering problems as well as enormous outlay of money and labor but these difficulties are being solved rapidly and well

Within the city of Cumberland the Western Maryland is to make very costly improvements the plans for which however are not definitely worked out, hence at this time General Manager Robertson has no announcement to make other than that the improvements must and will be made The Western Maryland yards at Knobmount which have already cost $150,000 are designed to care for the West Virginia traffic exclusively and the Ridgeley yards will be used for the Pittsburg tonnage The heaviest engines including several of the Mallet compounds will be employed to facilitate traffic on the Cumberland Connellsville extension over the mountain grades

General Manager Robertson and Chief Engineer Pratt left for Baltimore this morning in the former's private car During the early part of the week they inspected the West Virginia Central division

BUYS MORE CARS.

Baltimore & Ohio Provides For Freight Equipment

On account of the increased demand for additional equipment to handle the accumulating traffic the Baltimore & Ohio railroad it was ascertained in Baltimore yesterday is figuring on the purchase of several thousand freight cars at a cost of several million dollars Should the officials in charge of the matter decide to let the contract it is likely that it will be distributed among the large car manufacturing companies It is a well known fact that the Baltimore & Ohio has not too many cars and the constantly increasing business on all its divisions which is shown in the reports of the company's earnings needs all the equipment it can get

The officials of the road expect a still greater volume of traffic to find its way over the lines This is clearly evidenced in the action of President Willard since he has taken charge of the Baltimore & Ohio in authorizing the spending of millions of dollars for improvements and betterments along the entire system Within the next month or two it is expected that the majority of the 26 mallet engines will be ready for delivery these monster engines will be distributed throughout the system and will greatly assist in providing a freer and clearer train movement Besides the shortage of cars the officials of the company have seen the need of motive power As a consequence the mallet engines will fill a long felt want The officials of the company have made full provision for any new equipment that might be acquired by reason of the new short term notes issued several months ago amounting in all to about $40 000 000 which sum is sufficient to cover expenditure for all improvements which President Willard has in mind at present

Coke Company Kicks

UNIONTOWN Aug. — —The South Fayette Coke Company has appealed from the amount awarded it by the viewers in the condemnation of the Monongahela Railroad Company for a right of way over its property The report was filed a month ago awarding the coke people $4 [illegible]

NOTES FROM OTHER REGIONS.

Fire last Friday completely destroyed the West Bear Ridge Colliery at Mahoning City, Pa

William P Bowland an independent coal operator of Scranton has filed charges with the Interstate Commerce Commission against the Lackawanna company and other companies which the complainant calls the Coal Trust Violation of the Sherman and Hepburn law is charged All the big eastern railroads are named in the complaint

Despite the best efforts of the Conciliation Board to have the affairs of the employes of the Pennsylvania Coal Company adjusted trouble between the company and the mine workmen has again broken out Thirteen hundred of the employes of the company at the Old Forge colliery have gone on a strike They refused to enter the mine and a committee of them has been appointed guards to stay about the mine and prevent workmen from entering

Because the Wilkes Barre Councils do not seem anxious to donate a plot of ground to the government to build a mine rescue station Scranton may be asked for a site

The Vermmac bar in the Ohio river below Pittsburg is being dredged to better river coal shipping facilities

The B & O has awarded the contract for the construction of the new nine mile extension into the Somerset county coal region

Unless the miners strike is settled soon Chicago and the West will face a serious coal famine The shortage has been so tremendous as to bring about an advance of 10 to 15 cents in the wholesale price of coal

The United States Coal Company of Gary has made ready for the construction of three steel tipples at its No 1 No 4 and No plant Shipments from Gary have been considerably reduced of late on account of the condition of the iron market which has very little demand for coke the principal product of Gary over 100 cars a day being shipped under ordinary conditions In addition to this a large amount of slack is shipped to the by product ovens of the steel corporation

A record week of coal haulage was reported August 21 on the Coster division of the Southern Railway company During the past seven days 67 150 tons in 50 trains over the Coster division This is a greater amount of coal than has been hauled any previous week during this summer

The biggest train ever hauled in the Pennsylvania Railroad system by one engine was taken from Altoona to Harrisburg August 18 The train consisted of 150 steel cars each filled with coal

The Clinchfield Coal Corporation is having plans made for a fully equipped hospital for the exclusive use of its employes at Dante Va Both surgical and medical treatment will be given without charge to all injured or seriously sick among the employes of the company or their families

As an evidence that the State mine department and its inspectors are looking after the conduct of work under its jurisdiction was shown [illegible] Stephens foreman [illegible] at the Monitor mines at [illegible] W Va was removed by District Inspector J A Grady of Huntington The charge against him was drinking on duty

Reports indicate that the Baker Whitley Coal Company has leased land from the Wilmore Coal Company about a mile from Hoover [illegible] W Va and will begin the opening of a drift An electric haulage and a mine with a capacity of 1,000 tons are said to be part of the plans The Wilmore Company is a subsidiary of the Berwind White Coal Company

Hundreds of miners who have been on the strike in the Irwin and Greensburg fields for over fifteen months have left the fields within the last few days for other fields being weary of the long wait for recognition by the operators

Owing to a recent survey made by the Peerless Coal & Coke Company a dispute has arisen [illegible] W Va regarding the ownership of [illegible] of the land on which [illegible] houses are [illegible] The [illegible] is located by the Peerless company [illegible] through the rear parts of a number of stores

Several mines of the Monongahela River Consolidated Coal Company have suspended work on account of the low stage of water

A report given credence by well informed [illegible] that J F M [illegible] has laid aside [illegible] to [illegible] steel in coal lands in West Virginia [illegible] Western Pennsylvania

Benjamin Haliday General Superintendent of the Lackawanna Coal Company's Cokeburg works has resigned his position with that company to take a position with the Pittsburg Buffalo company in Virginia

Clarke Brothers Coal Mining Company of Philadelphia which operate the [illegible] Coal & Coke Company in the [illegible] region has filed with the Interstate Commerce Commission a suit to have the Pennsylvania Railroad Company change its rules for the distribution of coal cars

BIG BARN BURNS.

Washington Coal & Coke Co Sustains Loss at Star Junction

PERRYOPOLIS Aug 30—The barn of the Washington Coal & Coke Company on the Reynolds farm was totally destroyed by fire which was discovered at 8 o'clock last evening The barn and contents a large shed adjoining and a threshing machine were destroyed Only through valiant efforts of the fire fighters was the residence of Mrs Reuben Reynolds and family saved

It is supposed the fire originated from a spark from the threshing machine The barn was well filled with the season's crops and the loss will total several thousand dollars There was some insurance

This is the third or fourth large barns on this farm have been burned in the last five years

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LIST OF COKE OVENS IN

The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Aug. 27, 1910.

Total Ovens.	In Blast.	Name of Works.	Name of Operators.	P O Address.
40		Adah	Adah Coke Company	Uniontown
40		Anica	Kaine & Wilkey Coke Co.	Uniontown
32	2	Annamyra	John R Carothers	Uniontown
139		Atcheson	Republic Iron & Steel Co	Gans
20		Baxter Ridge	Baxter Ridge Coal & Coke Co	Uniontown
100	100	Bridgeport	H C Frick Coke Co	Pittsburg
470	470	Brier Hill	Brier Hill Coke Co	Brier Hill
20		Browning	Browning Coke Co	Uniontown
50		Brownsville	Brownsville Coke Co	Brownsville
426	400	Buffington	H C Frick Coke Co	Pittsburg
3[illegible]	16	Burchinal	Smithfield Coal & Coke Co	Smithfield
207	193	Century	Century Coke Co	Brownsville
40	40	Champion	Champion Connellsville Coke Co	Uniontown
24		Coffman	South Fayette Coke Co	Uniontown
600	600	Colonial No 1	Colonial Coke Co	Pittsburg
150	120	Colonial No 3	Colonial Coke Co	Pittsburg
200	100	Colonial No 4	Colonial Coke Co	Pittsburg
142	142	Cyrilla	Rocks Coal & Coke Co	Masontown
101	100	Crystal	Sackett Coal & Coke Co	Smithfield
2[illegible]0	200	Dearth	H C Frick Coke Co	Pittsburg
152	130	Donald No 1	Consolidated Connellsville Coke Co	Uniontown
240	[illegible]40	Donald No. 2	Consolidated Connellsville Coke Co	Uniontown
100	160	Donald No 3	Consolidated C'ville Coal & Coke Co	Uniontown
50	20	Dorothea	Iron City Coal & Coke Co	Pittsburg
44	44	Dorothy	Jacobs Creek Coke Co	Uniontown
500	400	Edenborn	H C Frick Coke Co	Pittsburg
149	149	Edna	Waltersburg Coke Co	Uniontown
[illegible]	132	Eleanor	Sunshine Coal & Coke Co	Masontown
[illegible]		Emory	South Fayette Coke Co	Masontown
200	200	Fairbank	Struthers Coal & Coke Co	Uniontown
22	0	Finley	Jas Byrne & Co	Uniontown
400	300	Footedale	H C Frick Coke Co	Scottdale
200	150	Francis No 1	Sunshine Coal & Coke Co	Pittsburg
50	50	Francis No 2	Sunshine Coal & Coke Co	Masontown
80	[illegible]0	Fratta	South Fayette Coal & Coke Co	Uniontown
57	57	Garwood	Dunlap Connellsville Coke Co	Connellsville.
58	58	Genuine	Genuine Connellsville Coke Co	Uniontown
499	[illegible]	Griffin Nos. 1 & 2	Bessemer Coke Co	Pittsburg
[illegible]10	210	Herbert	Connellsville Central Coke Co	Pittsburg
[illegible]		Hilltop	Sunshine Coal & Coke Co	Masontown
[illegible]4	74	Hoover	James H. Hoover	McClellandtown
38		Hope	Hope Coke Co	Uniontown
100		Hustead	Hustead Semans Coal & Coke Co	Uniontown
[illegible]		Katherine	Union Connellsville Coke Co	Uniontown
[illegible]	80	LaBelle	Labelle Coke Co	Labelle
250	220	Lafayette	Atlas Coke Co	Helen
462	400	Lambert	H C Frick Coke Co	Pittsburg
515	[illegible]	Leckrone	H C Frick Coke Co	Pittsburg
40		Leon	Franklin Coke Co.	Uniontown
400	400	Lincoln	Lincoln Coal & Coke Co	Scottdale
2[illegible]0	250	Low Phos.	Connellsville Central Coke Co	Pittsburg
50		Madison	Sackett Coke Co	Pittsburg
54	[illegible]	Marion	Southern Connellsville Coke Co	Connellsville
194	131	Martin	Republic Iron & Steel Co.	Pittsburg
202	202	McKeefrey	McKeefrey Coal Co	Leetonia, Ohio
257	1[illegible]0	Millsboro	Bessemer Coke Co	Pittsburg
[illegible]	[illegible]	Mt. Hope	Mt. Hope Coke Co	Uniontown
60		Murphy	Echard Coal & Coke Co	Star Junction
30		Newcomer	Newcomer Coke Co	Newcomer
40	32	Old Home	W J Marshall	Uniontown
450	200	Orient	Orient Coke Co	Uniontown
[illegible]4	24	Parshall No. 1	Puritan Coke Co	Uniontown
268	168	Parshall No. 2	Puritan Coke Co	Uniontown
[illegible]0	[illegible]0	Perry	Perry Coal & Coke Co	Pittsburg
[illegible]	60	Plumer	Plumer Coke Co	Uniontown
798	39[illegible]	Republic	Republic Iron & Steel Co	Uniontown
120	[illegible]	Rich Hill	Rich Hill Coal & Coke Co	Outcrop
300	250	Ronco	H C Frick Coke Co	Pittsburg
[illegible]0	150	Royal	W J Rainey	New York N Y
[illegible]	378	Searight	Taylor Coal & Coke Co	Uniontown
[illegible]0	180	Shamrock	Fayette Coke Co	Uniontown
101	100	Solon	Prospect Coal & Coke Co	Uniontown
200	114	Sterling	Consolidated C'ville Coal & Coke Co	Uniontown
400	320	Thompson No. 1	Thompson-Connellsville Coke Co	Pittsburg
400	300	Thompson No. 2	Thompson Connellsville Coke Co	Pittsburg
394	[illegible]	Tower Hill No 1	Tower Hill Connellsville Coke Co	Uniontown
[illegible]	2[illegible]	Tower Hill No 2	Tower Hill Connellsville Coke Co	Uniontown
500	4[illegible]0	Washington No. 1	Washington Coal & Coke Co	Dawson
500	450	Washington No. 2	Washington Coal & Coke Co	Dawson

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FREIGHT RATES

On Coke From the Connellsville Region as Quoted by Railroads

Akron O	$1 [illegible]
Baltimore	
Bay City Mich	[illegible]
Beaver Falls Pa	1 [illegible]
Belleville Ill	[illegible]80
Boston	[illegible]
Buffalo N Y	1 90
Cairo Ill	[illegible]0
Cairo Ill when destined beyond	[illegible]80
Canal Dover O	1 [illegible]
Chicago Ill	[illegible]
Philadelphia	[illegible]
Cincinnati O	[illegible]10
Cleveland	1 [illegible]
Columbus	1 65
Crestline	[illegible]00
Dayton O	[illegible]00
Detroit	[illegible]2
East St Louis Ill	[illegible]50
Emporium Pa	1 [illegible]
Erie Pa	1 [illegible]
Evansville Ind	[illegible]80
Ft Wayne Ind	2
Greensburg Ind	[illegible]
Harrisburg Pa	1 [illegible]0
Indianapolis Ind	[illegible]
International Bridge N Y	1 90
Lackawanna N Y	1 [illegible]0
Louisville Ky	[illegible]
Mayville Wis	[illegible]
Milwaukee Wis	[illegible]
Montreal	[illegible]
Muskegon Mich	[illegible]
New York	[illegible]
Oil City Pa	1 60
Peoria Ill	[illegible]
Pittsburg	80
Richmond Ind	[illegible]0
Richmond Va	[illegible]4
Shawnee O	1 70
Sharpsville Pa	1 [illegible]
Wheeling W Va	1 [illegible]
South Amboy N J	
Suspension Bridge N Y	[illegible]1
Terre Haute Ind	[illegible]60

Executors Offer at Private Sale

Seventy three acres (coal and surface) [illegible] house [illegible] outbuildings property of McGinnis heirs adjoining [illegible] Washington county [illegible] route of proposed [illegible] and projected Fairmont [illegible] electric [illegible] Twenty five acres [illegible] land suitable for coal shaft factory or town site Inquire at premise or address FRANCIS McGINNIS R D Amity Pa HUBERT McGINNIS N B EVANS Executors [illegible]

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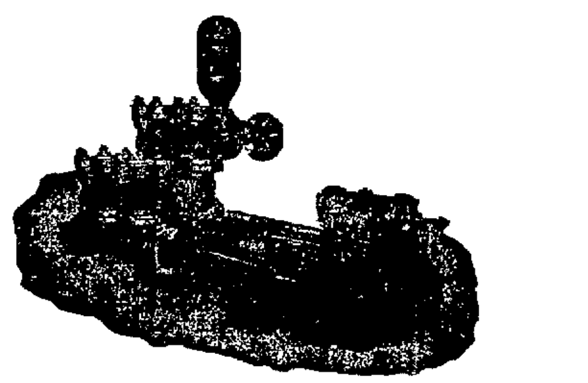

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THURSDAY MORNING, SEP 1, 1910

THE EDUCATION OF THE FOREIGN MINER

The annual report of Chief Mine Inspector Roderick dwells upon the importance of educating the foreign miner in the proper use of the English language but he offers no adequate remedy for this dangerous deficiency in qualification

He truly says that the majority of the mining accidents are due to careless ignorant and incompetent foreign miners and he echoes what has been much exploited and demanded by the operators the miners the mining experts the press and the people generally that this condition be in a large degree remedied by teaching the foreigner an understandable use of the English language so that he may be properly instructed in his duties

How to do so has been the subject of much speculation The matter occupied a liberal share of the attention of the Mining Institute of America at its recent meeting in Uniontown Expert educators told how readily the foreigner can be taught our language but they offered little advice as to the practical establishment of schools for that purpose

The problem is one which either the operators or the state must undertake and it should engage the serious attention of both If the former do not take it up the coming Legislature should give it consideration either through some member s bill or a measure framed by a committee specially charged with that duty

The state may require that the miner be not permitted to work at his occupation without a certificate of competency a condition of which shall be an intelligent understanding of English and put it up to the miner to acquire his own education, or perhaps to the operators to see that facilities are somehow provided for him to do so

A number of plans have been proposed and out of the mass of suggestions a practical one can no doubt be evolved

THE WESTERN MARYLAND AND CONNELLSVILLE'S FUTURE

The Western Maryland s route into Fayette county and its traffic possibilities here, are the subject of a lengthy but not particularly luminous editorial in the Uniontown Herald this morning

The eternal enemy of the Yough metropolis starts out by saying Connellsville is doing some tall guessing regarding the western terminal of the Youghiogheny extension of the Western Maryland * * * Up to date however the managers of the road have kept mum and the silence is significant

Connellsville is not guessing as to the western terminal That has been decided upon ever since it was determined to build the road No other terminal was ever considered The speculation is concerning the precise route to be followed from Indian Creek neighborhood to the Pittsburg & Lake Erie connection on the West Side The significant silence is no regarding whether the Western Maryland is coming to and into Connellsville but only how it is coming

In order to relieve the anxiety of the Uniontown exponent of railroad wisdom, we might add that the Western Maryland will not come to Connellsville nor to Pittsburg via Uniontown Uniontown may be on the Western Maryland line but not its main line Connellsville is essentially a main line town, and Uniontown must remain a sidetrack town for reasons which are probably beyond the comprehension of the Uniontown Herald which in the course of its railroad extravaganza says

While Connellsville s speculating is it not possible that the Western Maryland is planning a part or extension through Fayette county by leaving the Yough at a point opposite Dunbar and approaching Monongahela and its great tonnage valley through Uniontown thus getting its share of big business now originating in the Klondike coke fields In that way it could secure its share of the Monongahela Charleroi Monessen and the rail mines thus saving a long roundabout haul to the seaboard by way of Pittsburg and McKeesport

Better still this would bring the Wabash to the Greene county line with the possibility of an extension into the virgin fields of that county which now awaits nothing but transportation facilities for their development

The important P & L E connection for the Wabash is not that of the Yough river at Connellsville but that of the Monongahela either at or above Brownsville for the very good and sufficient reasons enumerated above

We are inclined to think that the construction of the Western Maryland from Cumberland to a point near Connellsville is after all of more importance to Uniontown and Fayette and Greene counties than it is to Connellsville whose sole interest lies in the fact that its payroll will be slightly increased by the number of railroad men it will bring Uniontown and the district of which it is the financial and operating center have development and tonnage to offer and Connellsville has not Here in Uniontown we have a future while Connellsville has nothing but a glorious past It is largely outlined out a condition which we will not reach for the next fifty years

The assumption that the Western Maryland is built for the sole purpose of getting a share of the Connellsville region s business is wide of the mark The line is the connecting link of a great system which aims at direct courses and plans to care for local developments by the construction of branch feeders The Western Maryland will build lateral lines for the development of all the traffic within its legitimate reach

Under existing conditions it is safe to say that the Western Maryland will not attempt to enter the Greene county or even the Lower Connellsville field this territory being occupied by a community of railroad interest of which it is now a collateral part This community is practically the same as that which The Herald advocates in deploring the paralleling of the Baltimore & Ohio between Cumberland and Connellsville, while admitting that the country between these points will originate comparatively little traffic, certainly not enough in itself to justify the construction of a competing line The Western Maryland we repeat is not being constructed for local traffic alone and the fact that it runs side by side with the B & O for the greater portion of the distance between Connellsville and Cumberland is not through design to dispute this particular territory with the latter railroad but merely because this is a natural topographical route The builders of the final link of a great system are hunting the shortest and best route over the mountains without particular regard to the amount of local traffic it will yield

As to the future of Connellsville we shall see The assumption that the grass will grow in our streets when the coke smoke ceases to envelop us around about is even more violent than some of The Herald s ridiculous railroad deductions Connellsville will always remain a railroad center with natural advantages as a manufacturing site unsurpassed by any town in Southwestern Pennsylvania Its future is largely in the hands of its progressive citizens and just now it seems to be in excellent hands Three new industries of extensive proportions have located here within the past six months and negotiations are actively on for others In the meantime some other pretentious towns have stood still

We will not prophesy concerning the future of Uniontown but we assure the short sighted misrepresentative of Uniontown s best interests that Connellsville has something more than a glorious past It has a Glorious Future as well

CONNELLSVILLE AND UNIONTOWN

The Uniontown Herald is incorrigible Yesterday morning it printed a long editorial in which it let play its imagination concerning the route of the Western Maryland into Fayette county It had a vision that this railroad would not come to Connellsville at all but would head in to Uniontown thence to the Monongahela river and by that stream into Pittsburg tapping the Greene county coal fields on its way It insinuated that the Western Maryland would make a mistake in coming to Connellsville because Connellsville is a burnt out town with nothing but a glorious past

The Courier blew a few cold facts upon this brilliant bubble and it bursted We pointed out that the Western Maryland was the last and one of the most important links in a great railway system reaching from the West to the Atlantic that its main line was located with a view to the transportation of through traffic rather than the development of local business that is preserved a direct course in consequence but that it would undoubtedly develop all legitimate traffic within the scope of its territory by lateral lines and that Uniontown might possibly be on its lines but not on its main line These statements are made on authority They are not idle speculation

The Courier further pointed out in answer to the jibes of The Herald that Connellsville has a glorious future as well as a glorious past that her natural advantages as a manufacturing site were superior to those of Uniontown if not of any other town in Southwestern Pennsylvania that one of these advantages was the fact that Connellsville is a main line town while Uniontown is a side track town

The Herald evidently desires to drop the Western Maryland subject and divert attention from its exhibition of ignorance and stupidity It consequently takes the last quoted expressions of The Courier as a text and endeavors to distort their meaning It declares that Uniontown is the center of the coke region that it has more wealth bigger banks and greater freight tonnage than Connellsville and in order to clinch its crushing argument it wants to bet us $100 that Uniontown will show up a bigger population than Connellsville in the census returns!

It is true that Uniontown has more wealth than Connellsville but not greater freight tonnage nor greater public enterprise It may be that Uniontown has a large population under the census than Connellsville We have never challenged this claim and it is not a matter of controversy so far as we are concerned We will not accept The Herald s $100 bluff first, because we have never tried to make our living by betting on population returns or poker cards and second because The Herald may have a tip or it may be a better guesser than we are with reference to the number of its own people Newspapers are in position to make a close estimate of population It will be remembered that The Courier predicted a couple of months ago that the population of Connellsville would be about 1[illegible],000 Is The Herald trying to fleece us?

We refuse to be buncoed We decline to be diverted We insist upon sticking to the text The Herald declared in effect that Connellsville was a dead town We pointed out that it had located three new industrial establishments during the past six months while Uniontown had located none and we tried to show the unwilling or unintelligent Herald that this was due in part to the natural advantages of Connellsville rather than to any lack of effort on the part of Uniontown s progressive citizens

One of Connellsville s industrial advantages is the fact that it is on the main line of the Baltimore & Ohio system and is about to be on the main line of the Vanderbilt and Wabash systems while Uniontown is and must remain on their branch lines This is no reflection upon the citizens of Uniontown It is their misfortune not their fault just as it s the misfortune and not the fault of Connellsville that Uniontown by the accident of circumstance is the county seat town and has more wealth more offices and more jailbirds than we can boast of

We will await the census returns with fortitude remembering that we have it within ourselves by enterprise and boundary extension to remedy any deficiencies which may develop in this respect

In the meantime there is no quarrel between the business interests of Connellsville and Uniontown There will be rivalry perhaps but if we cannot locate an industry we will prefer that it shall go to a neighboring town rather than that it shall escape entirely from the zone of reflecting prosperity

PRESIDENT TAFT'S TARIFF REFORM PLAN

The President thinks he has discovered common ground upon which the warring Republican factions may stand this fall He proposes that the inequities of the Tariff bill be corrected through action by the Tariff Board and the Congress on such individual schedules as are open to fair criticism He thinks that a general tariff upheaval may be avoided by the passage of a rule by both houses providing that any amendments which are not germane to the particular schedule under consideration shall be out of order The object is to put the Tariff law upon a scientific basis to make it elastic enough to correct its faults without destroying itself and precipitating a general reopening of the schedules with the attendant evil influences upon business which a general reopening of the case would involve

The Presidential plan will be warmly welcomed by the business interests of the country if they are satisfied that its consummation will not disturb industrial and financial conditions but there will be a disposition to fear that in the practical operation of the plan the President and the Tariff Board may start something in Congress which they cannot stop If the President can assure the country that this will not happen the solution of the difficulty will be a most happy one

The work of framing a Tariff bill is perhaps one of the most delicate and difficult duties of the Congress because of the multiplicity of interests involved Senators and Representatives naturally desire to protect their constituents and their constituents expect them to do so to the best of their ability Each community wants Protection for its products and Free Trade in others In the face of these conflicting demands nothing but the influence of broad statesmanship the statesmanship that is seeing is the whole country succeeds in formulating a Tariff bill which is reasonably just to all interests from the Trusts to the People from the Producer to the Consumer and which at the same time fulfills the primary object of this form of taxation which is to say the raising of revenue

The much reviled Payne-Aldrich bill has proven its ability as a revenue producer at a time when this feature of a Tariff bill was necessary to national finances and its revision in any portion should be considered with much care and wise judgment It is admitted that the bill is not perfect and if its imperfections may be gradually smoothed away without disturbance to the country s business and without halting what will otherwise probably be a further and decided return to national prosperity the inventors and executors of that plan will receive the cordial thanks of the public

THE PATRIOTIC WORK OF THE PATHFINDERS

The discoveries of the Pathfinders who are busy locating the old Forbes road may not prove very utilitarian but they will serve a higher and a better purpose if they reawaken public interest in patriotic achievements

The preservation of this great nation depends upon keeping alive the spirit of 1776 and respecting the verdict of Gettysburg and Appomattox When patriotism dies the Republic will be dead when respect for the principles enunciated in the Declaration of Independence ceases the noble fabric of government which the Fathers reared and cemented with their blood will crumble into ruin, when memories of public services gallant deeds and personal consecrations shall fail to arouse interest or emulation the Spirit of Liberty will be sick unto death

While possibly indulging a personal interest or pursuing a scholarly inquiry, the Pathfinders are doing a great work They are blazing anew Patriotism s path, they are relocating Freedom s road they are renewing our Nation s defenses they are laying new foundations for the greater Republic

American history always occupies a prominent place in the public schools but local history is much neglected Fayette and Westmoreland counties are historic ground Some of their pioneer citizens loom up largely in the annals of the republic The tales of their struggles and sacrifices are doubly interesting to us because of the fact that they wrought here and died here

Local history should be taught in local schools especially in those of Southwestern Pennsylvania Its stirring pages teem with daring deeds, noble characters and great undertakings and above all, intense loyalty to country These are the sources from which the seeds of oncoming citizenship should be watered and they should be watered frequently and faithfully and well for these are the future s hope

PRESIDENT TAFT'S SENSIBLE SUGGESTIONS

President Taft s first campaign deliverance is one which will commend itself to sensible and sincere Republicans the country over

The President says he knows no factions especially after a primary election The candidates are all Republicans to him and he declares that any kind of a Republican Congressman is better than a Democrat He points out that in spite of the battle between the Standpatters and the Insurgents in the last Congress, no Congress in recent years has accomplished so much excellent and important legislation all of which in his opinion proves that the Republicans will be able to fight out their differences among themselves without the necessity of handing control of Congress over to the Democrats

The President further suggests as a pacifying measure that it is possible to revise any inequitable Tariff schedule through the working influence of the Tariff Board by an agreement of both houses that the opening of one schedule or portion of a schedule shall not warrant consideration of any other schedule or shall not open up the whole tariff question

The Tariff bill like all other bills of a similar nature ever passed by the Congress is a compromise measure and consequently contains some schedules which are undeniably unjust The newspaper publishers for example are sure that the print paper schedules are wicked robbery and they point out that the Mann Committee after an exhaustive inquiry into this subject unanimously reported a bill lowering print paper duties

The Tariff Board was designed to correct any gross wrongs in the Tariff schedules but not mere differences of opinion between the producer and the consumer as to the value of any commodity and now that the board has gotten under way we may reasonably hope that all complaints which have merit will be equitably adjusted to the satisfaction of parties at interest and without serious disturbance to business

THE WATER TROUBLES AND THEIR REMEDY

The Connellsville coke manufacturers may think they are the chief [illegible] perhaps they only suffer is from the prevailing drouth in this section of Western Pennsylvania but there are others

Ancient and honorable and eminently respectable Berlin for example comes a Macedonian cry of distress that makes Cleanliness shudder The honest and self respecting gentlefolk of that community haven enough water to wash in and they cannot conceal their shame and dismay

It is incomprehensible to us that one of the chief portions of our own watershed should be short of water, and it argues a failure on the part of the government of the community to properly look after one of its chief requirements

We never miss the water till the well runs dry" is an old and well established adage and it is particularly applicable to communities The water supply of most communities is usually neglected entirely then provided partially, and finally supplied properly at an improper expenditure of the public money

Berlin should have enough good water to bathe in as well as to cook with and Connellsville should have enough good water to cook with bath in and coke with

Conservation will do it.

MUNICIPAL GOVERNMENT BY COMMISSION

The suggestion of Government by Commission seems to be up against a legal snag but aside from the snag we are of the opinion that it will be the part of wisdom for Connellsville to permit some other towns both larger and smaller to make a thorough test of the theory before its adoption here for it is thus far little more than an untried theory and one which does not appeal to thoughtful citizens

It is claimed for the new plan that it places local government in the hands of a few good business administrators and honest citizens who are directly responsible to the people but the Missouri element prefers to be shown why the same sort of politics will not prevail in the election of City Commissioners as prevail in the election of City Councillors and further why the close corporation charged with public rule will not be worse for the citizens than the present governing power which involves a large Councilmanic body more independence of thought and action and less possibility of unlawful combinations for the purpose of plundering the people Three or five Commissioners are easier elected by corrupt methods than a Mayor and two Councilmanic bodies aggregating upwards of thirty persons

Government by Commission is a beautiful theory assuming that the Commissioners are always intelligent industrious and impeccable

WILL WINK THE OTHER EYE

With the consent of the Board of Health the Uniontown School Board has postponed the enforcement of compulsory vaccination until cooler weather

The postponement is warranted not only by meteorological conditions but also by the fact that there is no smallpox on sight

The law is very positive on this point and the Uniontown health authorities will probably not undertake to defy it but they will probably wink the other eye

---

Washington county may pay good wages to its school teachers but the teachers are expected to earn them especially in Amwell township where they are obliged by their agreement with the board not to attend any parties during the school term This is a pretty sweeping restriction and some of the teachers are engaged in an anxious inquiry concerning what constitutes a party [illegible] horrible [illegible] question [illegible] It is a crowd and even two when properly mated is a small part which is often likely to keep late hours and prove distracting to pedagogues

The old joke about piking the Yough is up

The B & O is being properly equipped for its business

The Western Maryland is as far as the Herd farm and that is reported to be closer to Connellsville than it is to Uniontown We may reasonably conclude that Connellsville will be the Western Maryland terminus

The Uniontown papers continue to make fun of the Yough river But [illegible] industries are glad to [illegible] Uniontown citizens would have been in a bad way but for the undammed Yough

The Western Maryland will soon be discovered

A Greensburg industry is reported to be on the verge of leaving because it wants a location on deep water Greensburg ought to get busy and secure an appropriation for deepening [illegible]

The Old Oaken Bucket is a pleasant memory [illegible]

If the Uniontown Herald were as [illegible] it might be able to lift the Western Maryland [illegible] out of its tracks and carry it bodily to Uniontown

Typhoid is no respecter of persons

The ghosts of the graveyard which was sat upon by a coke plant or [illegible] [illegible] their [illegible]

The hurry habit [illegible] bad manners

The striking miners are leaving the Greensburg [illegible] trouble [illegible] Under such circumstances it is time to [illegible] take off and [illegible] back on the job

The double life seems to be prevalent in portions of old Westmoreland It is not a fair way to add to the population

The prize fight pictures are going all right now that the commotion has subsided

Women s hats will be bigger than ever There are some other things besides trusts and railroads that may be [illegible] Women s inhumanity to man will have to be stopped

Morgantown is sending out some [illegible] the Uniontown Herald s railroad [illegible] puzzle

The B & O is going to make Sand Patch smokeless tunnel There will be much joy among its trainmen and [illegible]

The Kanawha Syndicate bobs up every now and then in the [illegible] notwithstanding the fact that it is a dead one

The Connellsville miner who lingers [illegible] with [illegible] furnishes a striking example of [illegible] bodily vigor and power of endurance which is characteristic of old school Germans

The Connellsville police can t cover the town as well as they should and many people wonder why they persist in policing Davidson s Island and Davidson coke works

A Somerset coal company demurs on the demurrage

Morgan Valley burglars are most unenterprising They ought to seek a richer territory

Brownsville is losing its old inhabitants but it is happily getting lots of new ones

Connellsville fell below her expectations in the census [illegible] have been others and there will be others still

We are told that hair reveals the character We are fast becoming a nation of bald and mysterious men

The traveling public demands lower rates for uppers

The Irwin party was broken up by snakes The snakes were real

West Virginia boasts that it mined 100,000,000 tons of coal without the loss of a single life Better knock on wood

Greenwood real estate is having a boom in spite of the fact that the Uniontown Herald insinuates that the Western Maryland will not come to Connellsville

West Virginia is getting the glass business The reason is perfectly transparent Cheap gas does it

Blessed is the peacemaker ' for he shall be smashed in the Klondike

---

Conservation has run counter to the local demand for coal in the Dakotas The Governors of North Dakota and South Dakota are in Washington urging that the Federal Government open its coal lands to entry and settlement Before the Secretary of the Interior takes such action it may be wise for him to assure himself that the demand for development is in the interest of the consumer rather than the producer or the speculator

The Nimrod of the African jungle is hunting American cooks just now

The Western Maryland wants to connect with Connellsville as promptly as possible hence the bonus they offer the contractors for quick construction and hence the hustle of the contractors

The President of the B & O is literally on the job

The Western Maryland engineers refuse to tell just how they are going to get into and pass out of Connellsville Most Connellsville people are satisfied to know that the railroad is coming in and others who desire more definite information will have to hunt their own game

The boyhood habit of falling through the haymow has not ceased but the Scottdale lad who tried last made a highly dangerous hit

Mine strikes are among the most stubborn industrial contests and they are usually the least profitable to the strikers

It is suspected that Fayette county licensees will be required by the court to serve meals as well as drinks

The Somerset county farmers are fighting against the diversion of their natural water supplies The value of water is being better appreciated every year and its value will continue to grow until its volume and quantity are better conserved under state supervision

Telephone tolls will be paid monthly hereafter If the service is as prompt as the collection the public will be satisfied otherwise no

Waynesburg wants its natural gas cooled this hot weather Around in this section the company sometimes kindly mixes enough [illegible] with the gas to [illegible] properly There has been a disposition recently on the part of the Uniontown Herald to [illegible] up our gas with warm words and hot [illegible] but there have been no disastrous explosions [illegible] even in the Herald office

Connellsville is becoming a center of the Connellsville region s water supply as well as its coke business

Families which cannot have reunions are out of [illegible] on this summer They are [illegible] regular but [illegible] top

The B & O runs its main line trains around [illegible] Connellsville just to give them a look of [illegible] water We are the [illegible] wagon

The unfilled orders of the Steel Corporation [illegible]

Connellsville cokeworkers baseball [illegible] strenuous

Statesman Sibley s withdrawal will not [illegible] him from explaining his expense account

With the improvement in coke oven construction comes an improvement in the construction of coke village dwellings They are now being built of brick with bathtubs and all modern conveniences [illegible] their employes

Hoke Smith and Joe Brown are [illegible] the Governorship of Georgia [illegible] If Republican sentiment continues to grow in the South [illegible] will take the job some of these days

Pittsburg is just awakening to the fact that it needs diversified industries Connellsville has been wise for some time past In the game of uplift we have some excellent players

The Western Maryland seems to be a good thing for its stockholders as well as for Connellsville

The railroad building of the Uniontown Herald is enough to make a locomotive [illegible]

Some newspapers which pose as industrial organs are merely industrial jokes

The Miller family is reported to be his [illegible] in spite of the fact that John was a bachelor

Napoleon returned from Elba and [illegible] think he is on the way

Connellsville wants diversified industries but we don t insist upon too much diversified climate

Pointing a gun at another is just as unlawful as any other gun play

The United States wants a Xylotomist to work at its [illegible] wages There ought not to be [illegible] from the [illegible]

It s no use for a defaulting banker to go [illegible] They eat everything [illegible]

On the level the hobble skirt is all right [illegible] off [illegible] the [illegible] step

The railroad regulation which daily threatens [illegible]

The old Washington county miner who turned from the farm to enter the mine and was seriously if not fatally injured on the first day of his employment had better have stuck to the [illegible] Back to the farm

Smithfield has landed a glass plant while Uniontown has been [illegible] the natural gas company

American medical science claims to have discovered a cure for leprosy Now for cancer and consumption

The march of improvement has destroyed The Courier s birthplace after thirty one years but The Courier remains

Cotton is King again

Somerset s defunct coffin factory has been transformed into another kind of a box factory This is live business

The practical damming of the Yough is now on its way but with unusual enterprise the Uniontown papers have dammed the Yough a number of times Ingratitude thy name is Uniontown

Land sold at administrators sale does not always bring fancy prices

Connellsville promises to become a beef center as well as a coke center When [illegible] there will be no beefing about [illegible] in the Beeson town Bugle

The Uniontown Herald is giving the citizens of that town private instructions in the art of reading their gas meters There is perhaps a melancholy pleasure in this occupation

The Uniontown School Board s demand for free gas is rather late but it seems to be well founded

The Hopwood war on automobile scorchers continues unabated and uncompromising

Fayette county has produced an aviator The coke country is seldom far behind in the march of progress

Counterfeiting automobiles is a new business in this enterprising section but the Chamber of Commerce will probably look upon it as an Undesirable Industry

Looking Backward.

News of the Past Condensed from the Files of The Courier

Friday, August 27, 1880

The B & O will build a branch road through the Dawson coal fields This will necessitate the construction of a bridge near the shaft of the Pittsburg and Connellsville Gas and Coal Company to cross the Youghiogheny

Mrs Margaret Campbell was arrested following the disappearance of $75 at the home of Joshua Gibson, and then searched by Detective Fee $63 was found concealed in her hair She was bound over for court by Squire Campbell

The average shipments of coke now reach 30,000 tons a week the prices remaining from $1 50 to $1 75 a ton

Reisinger s building on Main street is being improved by the addition of a new roof

Jake Williams of Greensburg is in town after having traveled 5,071 miles on $7 15

Dr J J Singer s family was increased Wednesday night by the addition of an eleven pound youthful Democrat.

The workmen at the shaft of the Connellsville and Chicago Coke Company near Uniontown are on a strike

The annual convention of the Fayette County Temperance Union was held in Uniontown last week and was poorly attended D M Hertzog delivered the address of welcome to the delegates

The total shipments of coal and coke over the Pennsylvania railroad from the Pittsburg region for the first five months of 1880 were 1,129,903 tons The grand total carried by this road during the past six months was [illegible]

At Dunbar a Republican club [illegible] members strong was organized last Saturday

There were 38 men in the lockup Saturday night but five escaped By some means they loosened a staple and with this pried off a part of the cellar door

Council met Tuesday evening the members present being J W Rutter, W J Hannam Hiram Balsley and J R Balsley W J Hannam was elected president pro tem A communication from President of Council J T McCormick was read in which he tendered his resignation By an unanimous vote Council declined to accept The resignation of Norris Dawson as policeman was accepted providing he could not be induced to continue in the position

Advertisements posted in town call for men to build 3[illegible] large double frame kitchens at McClure s Station

The population of Pennsylvania under the new census is 4,2[illegible]0,093, an increase of 20% since 1870

Work will be started on the South West road s branch up Dunbar creek before long

Friday August 29, 1890

The report of gold being found at Coal Center Pa is pronounced a pure fake

The widow of James Bratt one of the victims of the Hill Farm mine disaster made information against Robert Lang superintendent of the mine before Squire Wilson of Uniontown on Monday charging him with criminal negligence

Burgess William S Yard declines to let a Courier reporter look at his police docket for the reason that there are some people put in here at night whose names I don t want published

Newmyer s Opera House will open for the winter season next Thursday with As in a Looking Glass

Timothy Downing was arrested Wednesday night by Constable Frank Campbell charged with threatening to kill his wife with a hatchet and knife while in an intoxicated condition

The estimated production of coke for the past week is 116,603 tons The shipments [illegible] cars the prices ranging from $2 15 to $2 65

Friday August 31, 1900.

David Williams and Walter Sanson were electrocuted Wednesday night at the home of Benjamin Williams during an electrical storm Owing to an accident to a converter 2200 volts had been turned into the wires leading to the Williams home at South Connellsville Ned Williams went into the cellar and was severely shocked by coming in contact with a bulb Dr J [illegible] was called and while restoring Ned the other two men started an investigation One went to the aid of the other and both were instantly killed

John W McDowell of Dunbar was killed on the B & O tracks at Marion on Wednesday

Ira Wolesiagle in attempting to step onto the cow catcher of a B & O engine at Indian Creek missed his footing and was drawn under the engine A portion of the cow catcher was torn off in an effort to release him but death ended his sufferings before he could be aided

The local branch of the Young Men s Institute opened their new quarters in the Michael Hurley building last Friday night with a house warming P J Fornmay of Frotor is president

East Main street hill is now very much torn up owing to the extension of the sewers prior to the laying of tracks by the Uniontown and Connellsville Street Railway Company

A few specimens of the cicada of 17 year locust have put in their appearance in this locality

The public school opened Monday morning with Superintendent J P Wiley in charge There were 1,025 pupils registered

GERMAN YOUTH MAY ESCAPE THE FAYETTE COUNTY GALLOWS.

Point Marion Residents Doubt Whether Gruber is Guilty of the Ringle Murder.

EVIDENCE DAMAGING TO HIM

There Are Other Developments, However, Which May Result in Acquittal of the Accused—Attorneys Volunteer Services and Will Fight.

UNIONTOWN, Aug. 30.—Louis Gruber may not be the murderer of Frank Ringle in spite of the damaging chain of circumstantial evidence the Commonwealth is fast weaving about him. The residents of Point Marion are divided in their views, but most of them do not believe the German lad killed his benefactor. Attorney John Duggan, Junior, has volunteered his services to defend Gruber and has enlisted Attorney E. C. Higbee to assist him. They will employ detectives to work on the case and investigate every clue that might throw light on the mysterious murder.

Latest developments are that Ringle was killed with a sledge hammer and not an iron bar; and that the murder was committed in the garage and not in Gruber's room above. The blood stains in Gruber's room, it is now said, in all probability did come from the nose-bleed with which the German youth was afflicted.

Ringle's disappearance did not cause surprise in Point Marion. Residents there say that the old man had confided to them that as soon as he could dispose of certain interests he intended to disappear. Domestic trouble is the cause assigned for Ringle's intention to leave Point Marion.

The defense will endeavor to locate the two men and a woman who were seen to enter the garage of W. H. Harvey during the early morning hours following the day Ringle disappeared. The woman was cloaked in black. It was between 2 and 3 o'clock that the car stopped in a side street and remained for more than 20 minutes. The three held a whispered conversation. One of the men is said to have entered the garage from the rear and was later followed by the others. They remained within for sometime and then returned to the automobile and drove off.

Gruber, in the county jail, maintains he is innocent and says he will explain many things when the time comes. He has been advised not to talk of the crime to anyone. He is less communicative as a consequence.

On August 15 Deputy Sheriff Jesse Berg, who resides in Point Marion, had occasion to visit the garage of William Harvey in which the crime was committed, and brought with him two sledge hammers to be used in breaking up a lot of scrap iron. The heaviest tool weighed 16 pounds while the smaller one was six pounds lighter. Both were placed beside a stack of automobile tires, near the entrance to the garage. That was the last thought of them until an investigation yesterday morning. County Detective McBeth found the heavy one where Berg said he had placed it, but the ten pound hammer was missing. After a few minutes search it was brought to light in the rear of the building, standing behind a chair.

It has also developed that the crime was not committed in the room of Louis Gruber, but on the ground floor of the building, within a yard of where the sledge hammer was found. This has been made certain. Though it had been reported that the walls and furniture of Gruber's room were found to be covered with blood, such was not the case, and the room was found in exactly the condition that the accused boy says it is. On the floor, near the window in the room were found about 15 spots of blood, which Gruber insists came from a hemorrhage of the nose. Detective McBeth is certain that this, first supposed to be one of the important clues in the case, has no connection with the murder mystery. He further believes Ringle was not in the boy's room, either dead or alive, on the day of the tragedy.

Should the gold watch, identified as belonging to the dead man and found at the home where Gruber had been staying of late, not prove sufficient evidence of his guilt, there is a chance that he may not suffer for the crime. Gruber insists the watch belonged to him and that he bought it in Pittsburg. However, the county authorities say they will prove that the timepiece was Ringle's owing to the fact that it is the usual custom for a jeweler to keep an account of the number of the watch he repairs, together with the name of the owner. Some time ago, Ringle brought his watch to Uniontown, where it was repaired, and a record made of the number. Yesterday, McBeth compared the number of the watch Gruber says is his, and they were found to be identical. This is considered to be the most important link in the chain of circumstantial evidence that is tightening about the German youth every hour.

The story of Mrs. John Shutzinger, an aunt of the boy, and at whose home he was arrested, is most damaging to his case. She was questioned further yesterday by the detectives, finally admitting that Gruber had changed his trousers at her home on the night of August 16. Mrs. Shutzinger at once complied with the request for the trousers, which were found to be covered with mud. They were taken to the grave where the body was found, and the earth which had adhered to the cloth was found to be the same as that over which it was necessary to crawl to reach the spot. The garage is erected on posts set in the ground. There is a space about two and a half feet high under the first floor, and in order to enter here, one has to get down on the hands and knees, and crawl. Owing to the claylike substance of the earth, it sticks very easily to the hands and clothing. Hence the discovery of the trousers is thought to have taken Gruber that much nearer conviction.

Yesterday a careful search was made of the opening under the building. The result was the finding of the shovel with which the grave was dug. This will hardly be of value as evidence against Gruber, but explains a fact that had as yet been unsolved. There were several opinions as to how the grave was dug, some believing that the murderer had used his hands.

Mrs. Shutzinger will be one of the strongest witnesses for the Commonwealth, at the trial. On the night of the 16th, she says, Gruber appeared at her home about midnight, having driven eight miles from Point Marion, in a buggy. He did not appear to be excited or did not make any remarks in regard to his late visit, except that he had come to give her $90 he had earned. His trousers were covered with mud, and after changing them, he left the home to make the return trip.

Though the detectives will not say what the nature of the evidence is that they have secured from residents in Point Marion, they admit that it implicates the boy very strongly. Remarks that he had made since the disappearance of Ringle are being very carefully guarded for future use.

According to McBeth's theory of the crime, Ringle went to the garage on the morning of the 16th to call Gruber for breakfast. After entering the door of the building, he was never seen again. The theory is that Gruber, knowing that Ringle had a roll of bills in his pocket, laid in wait for the man, and struck before his victim could defend himself. The wound is over the left ear, above the cheekbone, and could not have been delivered from behind. Strange to say, the flesh had not been broken, though there was a dent in the skull corresponding in size to the end of the sledge hammer. There was not a drop of blood showing. As the hammer was in the other end of the building prior to the crime, it is evident that the murderer had well laid his plans for the dastardly deed. Robbery is the only motive for which any one would have killed "Daddy" and there are a number of witnesses who will testify that Gruber had seen the roll of bills Ringle was carrying. About August 15, the impression was started in Point Marion that Ringle had drawn over $3,100 from the bank, preparatory to leaving the village. From this it would appear that the murderer expected to make a rich haul, thinking they would secure this amount.

A coincidence of the case is the fact that the body was buried almost under the place where the killing is supposed to have occurred. This would make about 20 feet to drag the body after the killing.

Gruber's uncle and aunt, Mr. and Mrs. John Schutzinger, visited the accused in the jail today. They urged Gruber to confess but he refused. Gruber did tell of the murder he committed in Austria. He followed a Michael Steiner into the woods and struck him down with an axe to secure 300 marks in gold he had seen. Owing to his youth he was given only nine months in a reformatory and then deported to the United States.

County Detective Alex McBeth declares the Commonwealth has sufficient evidence already to convict Gruber of murder in the first degree. McBeth insists he committed the crime unaided and is convinced he had no accomplice.

PATRONS KICK.

B. & O. Passenger Service Inadequate They Claim.

Complaints are being made about the crowded conditions of the B. & O. trains in and out of Pittsburg in the past few days, Monday especially. Local travel to Pittsburg yesterday was larger than usual and the majority of the passengers had to stand going into and coming out of the city.

A number of complaints have also been made by Fairmont passengers who are frequently held up in Connellsvill often for half an hour in order to accommodate Pittsburg passengers coming in on the Cumberland accommodation. In order to accommodate these passengers the accommodation should be given enough time to arrive here on scheduled time, travelers say.

Railroad Files Bond.

At chambers in Uniontown Saturday, a bond was filed in the sum of $5,000 to protect the Herd heirs from damages as the result of the Western Maryland railroad laying their tracks across the Herd estate. There may be exceptions filed to this report.

GIRL IN DANGER.

Officers Fear "White Slavers" May Get Susie Gregush.

Before night Fayette county officers expect to secure information as to the whereabouts of Mike Barasa, aged 30, wanted in Uniontown for the abduction of 14 year old Susie Gregush, of Isabella. In the information made before Justice Daniel M. Bierer last evening he is also charged with felonious shooting. There is a reward of $40 for his arrest.

Barasa is a Horwat. He had been boarding at the Gregush home over a year. He worked in the mines about Isabella. About 11 o'clock Saturday night he quarreled with his room-mate George Raminisky. Both were under the influence of liquor. A fight followed and Raminisky was the loser. Gregush, who is the boarding boss started up stairs to quiet the men but was ordered back by Basara. When the former attempted to force his way up the stairs, Basara drew a revolver and fired twice, missing each time. Gregush at once retreated, as did the remainder of those on the lower floor. They went for help. In the short time that elapsed while they were away, Basara disappeared, together with Susie, who had been asleep in a room on the second floor.

Whether the girl went of her own free will has not been ascertained. No screams were heard. Neither were there signs of a struggle. In the hurry to escape, the only thing of value picked up was a suit case into which clothing had been quickly packed. No trace of them could be found, though a search was conducted throughout the night and the next day.

The parents yesterday appealed to County etective McBeth at Uniontown. An investigation resulted in sending telegrams to Cincinnati, the clues leading in that direction. From letters Basara left, it was learned that he had relatives in that city. Susie was only 14 last June, but is well developed for her age. The father fears she has been abducted for immoral purposes, and offers a reward of $40 for her return.

Should the couple be located today, Constable Charles Betts will leave this evening for Cincinnati to bring them back.

TEST MOTOR CAR.

Pennsylvania May Use It For Suburban Traffic About Pittsburg.

Motor car No. 4701, the first to be built for the Pennsylvania railroad, arrived in Pittsburg yesterday afternoon from Omaha en route to Philadelphia, where it will be tried on suburban service with a view to studying the adaptability of individual otor car equipent for suburban traffic.

The Pennsylvania proposes to make a thorough trial of the car and, encouraged by satisfactory performances by similar cars on western railroads, will seriously consider installing motor equipment on some of its suburban lines. Motive power officials are inclined to believe that it will be some time before the operation of motor cars for suburban service in Pittsburg is authorized, but there is no positive statement.

The round window is a revelation in railway car construction. It is air tight, water tight and dust proof. The window sash is made of aluminum, hinged at the top and when not closed is swung to the ceiling. The interior finish of the all-steel car is simple and neat. Comfortable cane seats, with a capacity of 75, are provided, and the car is equipped with a baggage and smoking compartment in addition to the engine room. It is 70 feet long over all and weighs 69,000 pounds. The Pintsch gas lighting system is used in the Pennsylvania car.

Power is furnished by a 200-horse-power, six-cylinder gasoline engine of the intermediate type. In cases of necessity 230 to 260 horse power can be developed, and the engine will readily haul a trailer. The engine is mounted on the front truck, which has a pair of 42-inch drive wheels and is independent of the car body, relieving the latter of all vibration.

SMALL BLAZE

Does $10 Damage to Riverside Metal Refining Company.

Fire caused by the explosion of a pot of metal in the shop of the Riverside Metal Refining Company, at the corner of Cedar avenue and Vine street, at 1.30 o'clock Tuesday caused damage to the amount of $10. The fire was discovered by the watchman, who turned in an alarm from box 212, corner of Green and Pittsburg streets.

The firemen made a record run to the box, arriving on the scene before the alarm had ceased to sound. No one was in sight near the box, and there was some delay in finding the location of the fire. When the water was finally turned on the men made short work of the flames. One side of a frame building was burned.

While the attention of the firemen was attracted towards the fire, someone turned in a second alarm. This resulted in the wildcat being sounded and served to stir up more excitement.

Township Schools Open.

The Connellsville township schools will open Tuesday, September 6. Everything is in readiness for the opening. The buildings have been thoroughly cleaned and all necessary repairs have been made.

Gored by Bull.

John Pasthal, a farmer residing near New Alexandria, while at work in his stables, Friday morning, was cornered by a bull and was badly gored. Some of the folks came to his assistance and the bull was forced away.

WESTERN MARYLAND NOT FOR UNIONTOWN

Stated in Offices Here Road Has Never Considered That Town.

RIGHT OF WAY DELAYS WORK

Only Reason Work is Not Going Ahead Between Trotter Water Company's Plant and This Borough is Because of a Hitch in Deal.

Reports from Uniontown that would infer the Western Maryland intends to come down along the Yough as far as the Trotter Water company's property, and turn south by way of the county seat. As far as could be learned today, such reports have not the slightest foundation, and as soon as the right of way over the Herd estate can be adjusted, work will proceed toward Connellsville.

Division Engineer John I. Palmer was not in town today, but at the offices of the company in the Second National Bank building, it was stated that nothing had ever been hinted that would lead them to believe the road would take any other course than direct to Connellsville. As far as they knew, no surveys had ever been made over any other route.

R. W. Hill & Company have over 70 men working along the line from Indian Creek down to the Herd estate, which is the nearest that actual work is being done to Connellsville. This point is about two miles up the river. It is said that as soon as the Herd trouble can be fixed up, a steam shovel will be put in operation at this ground and work started toward this place.

Engineer Palmer spent the night in Ohiopyle and will inspect the line on up the river today. He is expected back this evening.

RUSKOVIC RESIGNS

After Seven Years at First National He Goes to Pittsburg.

Anton Ruskovic has resigned his position as manager of the foreign department of the First National Bank and will leave early in September to assume a similar position with the Union Savings Bank of Pittsburg. Mr. Ruskovic made an enviable reputation in Connellsville and his good work here was responsible for the offer to take charge of the foreign department of one of Pittsburg's foremost banking institutions.

For the past seven years Mr. Ruskovic has been located in Connellsville and with the First National Bank. From a small beginning he has been identified with the growth of that branch of the institution until today it is one of the largest foreign banking departments in Western Pennsylvania.

He will be succeeded by his son, John Ruskovic, who has been in the foreign department of the First National for five years, and Anton Rodak another employe. Two additional clerks will be employed, thus leaving the department in the best of hands.

MORE BURGLARS.

They Pay Two Visits to Morgan Valley This Week.

OWENSDALE, Aug. 30.—Burglars tried to force an entrance into the home of Michael DeWalt, Sunday evening by "jimmying" the parlor window. A couple of shots from a revolver caused the marauders to take to their heels and almost outrival Curtiss in aviating over the landscape.

There was an attempted burglary at Morgan Station but they were scared away there also. This is the third attempt to burgularize in the Morgan valley this week. The last attempt has caused the valley's population to sit up and take noice.

LOOK FOR JOBS.

Applicants For Justice of the Peace Vacancies in Anxious Seat.

Applicants for the four vacancies in the office of Justice of the Peace in Fayette county are anxiously awaiting reports from Harrisburg. At Belle vernon, Masontown, New Salem and South Connellsville new officials are to be apointed, there being several applicants for the positions.

The office formerly held by S. M. Grey at Masontown will probably be filled by S. J. Reynolds. Grey moved to Greensboro. At Bellevernon and South Connellsville the vacancies were caused by deaths of Squire Edward B. Riffle and Squire Leslie Brown.

FOR TRADE UNIONS.

Gompers Says American People at Last Recognize Their Necessity.

WASHINGTON, D. C., Aug. 27.—Samuel Gompers, in the Labor Day edition of the Federationist, the American Federation of Labor organ, just issued, says:

"Never were the big international unions generally better provided with munitions for struggles; never was the movement stronger in point of solidarity. We believe that we can read in the composite voice of the pulpit, the press and the platform, a fact that the sentiment of the Americans has turned towards the recognition of the necessity of trade unionism."

BETTS IS STRENUOUS.

He Wallops Jacob Rittenberger and Shoots Pet Dog.

UNIONTOWN, Aug. 30.—"I felt some of my old fighting blood coming back" remarked Constable Charles Betts yesterday evening, while relating how he landed a knockout blow on the jaw of Jacob Rittenour during the morning. The latter, a peddler from Connellsville, was arrested by Betts at Waltersburg for driving a lame horse.

Betts has only just recovered from a siege of typhoid fever. Yesterday morning, he and Humane Officer Howard Ebert drove to Waltersburg on business. On the way back they passed Rittenberger, whose nag was lame in the left front leg and the right hind one. Besides this there was a large sore on its back. The officers stopped. When the man was asked to accompany them back to the village, he promptly refused and said he was going home. "You can take the horse and wagon, but I'm going home," he shouted. The big constable tackled him. Rittenberger almost jumped out of the coat that Betts grabbed. He caught him by the shirt, and off it came. Everytime Betts took hold of another piece of clothing, the pedler quickly divested himself of the garment and was free.

But the limit was reached when Betts took hold of his trousers. Rittenberger drew his fist back and struck at his captor, just stinging the end of Betts nose. Betts settled the men with an uppercut that stretched him flat on the road.

It required the combined efforts of three young men who happened along to lift Rittenberger into the wagon. Just before Betts climbed up on the seat, a dog came up the road on a run, and made straight for the constable. He drew his revolver and fired, wounding the animal. Through the crowd which assembled the officers drove to the office of Squire O. I. Hess, in Waltersburg, where the prisoner was fined and ordered to pay the costs after a hearing.

During the trial, the owner of the dog appeared and threatened prosecution for maiming his pet.

INDIANS ON WAR PATH.

They Cannot Pass 201 Saloons in Gary Without Getting Drunk.

GARY, IND., Aug. 31.—Thomas E. Knotts, mayor of Gary, quieted a band of Chippewa Indians on the war path here by talking to them in their own language. The Indians were part of a wild west show visiting the town. Yesterday afternoon the 30 Indians and squaws, making up the band in the parade, could not stand it to pass 201 saloons without imbibing. The squaws drank too, and furnished much amusement by falling off their mounts.

At 8 o'clock, when about 2,000 persons had gathered to see the performance, the Indians were doing a smoke dance about their quarters. With the mounting liquor came mounting vigor and the savages broke lose. When members of the company attempted to quiet them the snake dance became a war dance. Pistol shots rent the air and women and children among the spectators screamed and ran and men hurried away.

A hurry call was sent for the police and Chief Joseph Martin, assisted by a squad, arrived and took the whisky and revolvers away from the redskins. But they continued their shooting, and it was not until Mayor Knotts arrived on the scene and spoke to them in their own lingo that they stopped for te sake of the "big white chief."

THREE ARE HURT.

Automobile Accident Nearly Fatal Near Boliver Friday.

GREENSBURG, Aug. 27.—An automobile carrying Dr. B. S. Heintzleman, formerly of Pittsburg, now of Boyne, N. J.; John R. Proctor, an electrical engineer, also of Boyne, and John W. Heintzleman, formerly superintendent of the Penn Gas Coal Company, at Penn Station, met with a serious accident at Lickenpelts Hill, near Bolivar, yesterday.

The hill is one of the worst in the State. In descending the brake broke and the machine with its occupants shot down the steep incline. At the bottom the auto upset, caught fire and was consumed. The occupants were thrown 20 feet into a meadow. All were more or less injured.

RIVER GOES UP.

It Went Way Down Last Night But Rises Three Inches.

Though the Yough continued to drop yesterday from 0.42 feet to 0.40 by this morning it had risen to 0.64, a difference of over three inches. How this could come about is hard to explain owing to the fact that no rain fell during the night.

It may be that the reservoirs and pumping stations along the river are not drawing as heavily on the supply as they have during the last few days. By night time it is expected that it will begin to drop again.

SUES WEST PENN.

Leisenring Man Claims He Was Hurt in Trolley Car.

UNIONTOWN, Aug. 30.—A damage suit filed this morning by Joseph Handregs of Leisenring against the West Penn Railways Company. He claims that on December 13th last, he was making a trip from Uniontown to Greensburg. At Armbrust a feed wire broke and fell against the window where he was sitting.

Besides being badly cut by the flying glass, he claims his frontal bone was fractured, making him subject to epileptic fits. He wants $15,000.

BIG PASSENGER DEPOT HERE PLANNED BY WESTERN MARYLAND.

It is Rumored That New Railroad Will Eventually Locate Near End of the Yough Bridge.

GAS TOO HIGH.

So Glass Plant May Not Come to Smithfield.

SMITHFIELD, Aug. 30.—It is said that because of the high gas rates Smithfield will not get the new glass plant which had an option on a site near town. The company had figured on securing its gas from the new field recently developed near Masontown, making it necessary to pipe but three miles. The gas company declined to give a rate that would justify the erection of the plant.

The Star Gas Company does not have a supply sufficient to run the proposed plant. The price asked by the Masontown company, it is said, was just about double the prices charged by the Star Gas Company.

BOMB DAMAGES HOUSE.

Fragment of Wagon Wheel Crashes Through Wall Into Room.

GREENSBURG, Pa., Aug. 29.—A dynamite bomb thrown at the house of John Kane, one of the Export miners who refused to go on a strike, threw fragments of a wagon wheel through the weather boarding of the building, shattered all the windows and threw Kane and his family about the roms, although none of them were hurt.

The bomb was thrown about 11:30 o'clock Saturday night and it struck a big wagon wheel lying in a yard near the house. A big fragment of the wheel tore through the side of the house into an occupied room, where it wrecked the interior. This is the first outrage that has occured in the strike zone within the last few weeks.

FIRE AT DUNBAR.

Dwelling of Michael Burns Destroyed Early this Morning.

A four room frame dwelling house owned by Michael Burns of Dunbar was totally destroyed by fire this morning at an early hour and had it not been for the timely discovery of the fire made by Mr. Burns occupants of the house would probably have been seriously burned.

The fire was discovered about 3.30 o'clock by Mr. Burns and despite the alert work of those who rendered their assistance, the building was burned. They were fortunate in saving all the household furniture. The house was located in the rear of the Catholic church.

DEATHS.

PORE.—Quincy Levengar Pore, aged 45 years, died Sunday, August 28, at his late residence, No. 359 North Arch street, of typhoid fever and other complications. Mr. Pore was a widely known B. & O. engineer, and for the past two months had been hauling passenger trains Nos. 1 and 2. He made his last trip Saturday a week ago. Sunday he took his bed and since that time his condition had been serious. During his railroad career Mr. Pore had many narrow escapes from being fatally injured. Eight years ago he was badly scalded in a wreck and that for a time it was thought that he couldn't possibly recover. Since that time he has never been well. Deceased was a son of the late Mr. and Mrs. Joseph Pore and was born and reared in Mt. Pleasant. Twenty years ago he was married in Cumberland to Miss Rose Otto of Connellsville. Twenty-seven years ago he entered the services of the B. & O. as fireman and three years later he was promoted to engineer. Mr. Pore was an active citizen and a competent railroad man. His untimely death is keenly felt by his wide circle of friends. In addition to his widow he is survived by six children, Olive, Quincy, Elizabeth, Mabel, Grace and Howard, all at home. One brother, James, in Pittsburg, also survives.

SMITH.—John R. Smith, aged 70, died Monday, August 29, at the home of his father-in-law, Joseph W. McGinnis in Lower Tyrone township, of enlargement of the heart. Deceased was born March 4, 1840 at Barren Run, and was a son of Henry and Anna Morrow Smith. In 1862 he married Mariah Townsend of Perryopolis. In 1863 he located in Smithton where he was in the flour business until 1866 when he removed to Rostraver township and took charge of the power mills where he remained in control until 1875. He then returned to Smithton where he spent the most part of his last years. Mr. Smith was married twice. To his first wife were born two children, Irwin of Smithton, and Mrs. J. B. Fisher of Rostraver township. His first wife died January 5, 1881. On April 30, 1896 he married Joanna McGinnis, only sister of W. D., John F., and C. L. McGinnis of Connellsville. To this union one child, George D., was born. He was the last surviving member of 11 children. His widow and three children survive.

MILLER.—Mrs. Phoebe Miller, of Dunbar, died Thursday, August 25. Mrs. Miller was born in Springfield township, January 10, 1832, and was a widow of the late John Miller, who died about 20 years ago. She resided in Dunbar over 30 years and had a wide circle of friends who learned of her death with the deepest regret. Mrs. Miller was the mother of 14 children, the following of whom survive: Joshua, of Mill Run; John D., at home; Mrs. Abbie Fulmer and Mrs. Phoebe Hartsyer, of West Newton; Mrs. Ella Williams of Mill Run; Mrs. Annie Dougherty, Mrs. Katherine McManus and Mrs. Priscilla Smiley at home. Five sons and one daughter are deceased. Sixty-seven grand-children also survive.

HORNELL.—Brownsville, Pa., Aug. 27.—Robert Hornell, aged 73, died Friday at Centerville. He served in the Seventh Pennsylvania Cavalry. He leaves three children, I. C. Hornell, Mrs. Lindsay Gillis and Mrs. David Gillis, H. H. Hornell of Brownsville, is a brother.

FOX.—Mrs. Henry C. Fox, aged 33, died Sunday, August 28, at Brownsville, Pa. She is survived by her parents, Mr. and Mrs. John H. Coulter, one brother, C. W. Coulter and two sisters, Mrs. Joseph F. Graytinger and Miss Emma Coulter, at home.

BRYSON.—Caleb Bryson, son of Mr. and Mrs. George Woodward Bryson of North Union township, died Thursday, August 25, of typhoid fever. He had been ill for four weeks. Deceased was 27 years of age. His widow, who before her marriage was Miss Clara Jackson of Scottdale, one small daughter, his parents, two sisters and one brother also survive.

RICHARDS.—William M. Richards died Saturday evening, August 20, at his late home at Newton, Ia. Deceased was born near Uniontown April 16, 1814, and in 1835 he married Miss Eliza Moore of Connellsville. To this union 11 children were born, and of these five survive. Mrs. Richards died in 1876 and in 1882 he was married to Mrs. Fisher Waggoner, who survives.

The surviving children are: Clarke Richards of California; George and Mrs. Jennie Smith of Marshallton; Mrs. Lon Livingston and Miss Laura Richards of Newton; Mrs. Harry Tilford of Connellsville, a sister, also survives.

BURNS.—Mrs. Anna Burns, aged 67, a resident of Adelaide for 35 years, died Tuesday, August 30. Death was due to paralysis. Deceased was a daughter of Mr. and Mrs. Matthew Laughran and was born in Tyrone, Ireland. The following children survive: Joseph and Patrick at home, and Matthew of Wilkinsburg. Four children are deceased. One sister, Mrs. W. C. Wynard of Wilkinsburg, also survives.

WILLARD.—Martin Strawn Willard, aged 17 years, died from Bright's disease, at Scottdale, Monday, August 29. Deceased was a son of Mr. and Mrs. E. Frank Willard. His parents, four brothers and a sister survive.

WITT.—Mrs. Elizabeth A. Witt, aged 83 years, died Monday evening, August 29, at the home of her daughter, Mrs. Martin F. Porter, of Washington ave., Mt. Pleasant, from infirmities of old age. Deceased was born at Bloody Run, September 11, 1827, and was a daughter of Thomas and Agnes McClelland Robbins. In 1849 she was married to Jonathan T. Witt, a well known stonemason of Wellsburg, Somerset county. To them 11 children were born. Four boys died, but four boys and three girls survive. They are Albert L., of Indiana; Henry E., Edward and Charles, Sarah Agnes, Mary A. Hunter and Martha F. Porter, of Mt. Pleasant.

PLAN HELD IN ABEYANCE NOW

Company Already Figuring on Rail Equipment For Connellsville-Cumberland Link—Big Yards Being Built Near Cumberland.

It is reported on good authority that the Western Maryland and Pittsburg & Lake Erie railroads will eventually erect a joint passenger station near the end of the Youghiogheny bridge on the West Side. That the surveys have been made is well known and shrewd observers say that the activity on the West Side has not resulted in these plans being discarded. For the present the line will be built down the western bank of the Youghiogheny river, through Greenwood, and connecting with the Pittsburg & Lake Erie at its present terminus.

The line now already in course of construction will serve the purpose for the time being. But the Western Maryland intends to become a strong competitor for the eastern passenger traffic now monopolized by the Baltimore & Ohio. Hence the demand for a more convenient terminal than that afforded at present by the Pittsburg & Lake Erie.

According to the surveys, a passenger line will cross the river above the Trotter Water Company's plant, striking this side of the stream in the neighborhood of the tin plate mill. The line will then, it is said, be built along Arch street to a point where a second bridge can cross the river, one end of it to come almost at the end of the Youghiogheny bridge.

On the West Side the railroad is planned to be about 20 feet above the street grade, giving an overhead crossing on Main street. It will cross the Pennsylvania tracks at the grade of the trestles.

The Philadelphia & Reading railroad expects to effect an interchange agreement with the Western Maryland when the Connellsville-Cumberland link is completed. This will open much new territory for the P. & R. and might, in return, offer an inlet for the Western Maryland and Pittsburg & Lake Erie into Philadelphia for its passenger traffic. The P. & R. gets within close touch with the Western Maryland at Shippensburg and would need only to build a short distance to get an almost direct haul to the bituminous coal fields.

The engineer department of the Western Maryland is already figuring on street rail, cross-tie and ballast contracts for the Cumberland-Connellsville link. This will cost in the neighborhood of $1,000,000 and the award will be made shortly. The contracts will be awarded separately. Concerns will be asked to submit bids for the material.

For the first time since the Hagerstown-Cumberland link was built the Western Maryland is spending a big wad of money to improve the yard facilities at Thomas, W. Va. This is really only an extension of the Ridgeley yards near Cumberland. They will be ready for use November 1. Extensive improvements are also to be made to the Ridgeley yards in order to handle the traffic of the Connellsville & State Line railroad when completed. The yards are to be the best planned classification tracks in the east.

WESTERN MARYLAND SHOWING IS GOOD.

In Six Months the Railroad Earned $668,000 Over Charges.

WALL STREET IS PLEASED

With Way the Road is Making Good Since Reorganization—Stock Easily Earning 2 Per Cent and Has Many Things For the Future.

NEW YORK, Aug. 26.—The Western Maryland's report for the twelve months ended June 30 last shows total net income amounting to $3,294,7[illegible] available for fixed charges. On the basis of fixed charges for the reorganized company this should mean a surplus for dividend in the neighborhood of $1,110,000. It does not follow, however, that this surplus was shown, inasmuch as the fixed charges of the old company in the period from July 1, 1909, to December 31, 1909, were somewhat heavier than those of the new company for the subsequent six months.

The report is especially interesting in that it throws considerable light on the six months operations of the reorganized company since it was turned over by the receiver on January 1 last. Of the $7,072,00[illegible] total gross earnings shown for the full twelve months $3,4[illegible]0,000 was earned in the six months from July 1 to December 31, 1909, and $3,[illegible]22,000 in the six months from January 1 to June 30, 1910. This improvement in the latter six months is especially noteworthy because of the fact that the July to December period of the company's fiscal year has heretofore been the heaviest. This is due to the fact that a large portion of the company's traffic consists of coal.

Of the total income available for fixed charges shown for the twelve months $1,[illegible]00,000 was earned in the first six months and $1,760,000 in the second six months. Owing to the fact that the accounts of the receiver for the six months ended December 31, 1909 have not yet all been adjusted the actual results for that period are not obtainable. This statement is, however, of minor importance for it is in the new Western Maryland's earning ability that the chief interest is centered.

The interim report for the six months ended June 30 last will therefore give a true indication of the actual earning capacity of the Western Maryland as now constituted and capitalized. This report will show, when issued, a surplus after all charges and deduction of $668,000, equal to the six months dividends on the preferred stock at the rate of 4% per annum and a balance of $468,000 over. This latter is equal to 0.935% on the $70,000,000 common stock outstanding. In view of the fact that the six months ended June 30 is the lean half of the company's fiscal year the prediction of the officials that the Western Maryland can earn 2% per annum on its common stock appears conservative.

Of the $[illegible]0,000,000 common stock now outstanding $2[illegible],469,870 has been issued in the past few months to finance the construction of the new [illegible] mile extension from Cumberland, Md., to Connellsville and has therefore as yet not become productive. On the old amount of common stock the company in the last six months earned almost 2%. Officials estimate that after the new extension is completed in the fall of 1911 present gross earnings will be doubled. A recent coal contract made with the Bethlehem Steel Company to run 20 years is also expected to bring in additional traffic revenues of about $1,[illegible]00,000 per annum. This contract becomes operative in 1912.

In the meantime the property is being put in shape to handle expeditiously and economically the increased traffic expected in 1912. The property, which was practically rebuilt under the receiver, is being maintained in standard condition. New terminal facilities are being provided at Baltimore. Maintenance of way in the past year was $1,[illegible] per mile and maintenance of equipment $1,607. In 1909 these expenditures were $1,[illegible] and $1,[illegible]75 respectively. Operating ratio has been reduced from 6[illegible] of gross in 1909 to [illegible]7.79% in 1910. For the six months ended June 30 last it was less than [illegible]1%. Cost of conducting transportation has been reduced from [illegible] in 1909 to [illegible] in 1910.

In four years gross per mile has increased 2[illegible]%, net per mile 48[illegible], maintenance of way per mile [illegible], and maintenance of equipment per mile 21.6%. Operating ratio has been reduced [illegible]% of gross earnings notwithstanding an increase of $[illegible] per mile in maintenance expenditures. Cost of conducting transportation has been reduced 2.7% of gross earnings. Officials of the company state that the road equipment and motive power is in first class condition.

Smothered to Death

CLARKSBURG, W. Va., Aug. 25.—By the caving in of a big cinder pile at the Grasselli Chemical Company's plant Asa C. Davis, aged 32 and married, of Northview, was smothered to death and Columbus Wyckoff, aged 35 and married, of Adamston, was seriously injured. They were shoveling cinders into a gondola.

OIL FOR COAL.

British Government Makes Test for New Fuel in the Navy

SAN FRANCISCO, Aug. 21.—The British government has begun a systematic inquiry into the possibilities of petroleum as a substitute for coal according to advices from abroad received by oil interests in this city.

Tests already made have demonstrated to the satisfaction of the authorities that oil is to be preferred to coal for use on warships and the present investigations are being conducted for the purpose of ascertaining whether it will be practical to purchase and store sufficient petroleum for future use of British ships.

The principal concern of officials is over the fact that England should oil be adopted for the navy would have to rely upon foreign sources for oil. The required safeguards demand that a sufficient supply should be required and stored to remove the dependence to which the government would otherwise be subjected.

Estimates based on casual observations of the foreign experts place the quantity needed for storage under these circumstances from 150,000,000 barrels upwards. The immensity of the undertaking is therefore apparent. It is pointed out by these authorities that it would be necessary for the government to provide oil stations at every point where it now has a coal depot. A vast surplus would be required at every station. The cost would be of such proportions that the process could only be gradual.

Naturally the discussion of this subject abroad has been stimulated by the opening of the tremendous petroleum deposits in California. It is to this State that Britain would look for its supply. The question now is one of the most important before the British admiralty.

EQUITY SUIT FILED

Two Actions Are Started in the Somerset County Courts

SOMERSET, Pa., Aug. [illegible]—Abraham B. Howard of Jefferson township has filed a bill in equity against Albert Scott, Elizabeth M. Zimmerman, Ella F. Cowles, Maggie Brown, Minnie A. Hill, Frank F. Hill, heirs of John Hill, asking that an agreement for the sale of certain land be declared void by the court. The agreement in question was executed on June [illegible] 18[illegible] and related to a property of the plaintiff in Jefferson township containing [illegible] acres, for $3,[illegible]00. This paper was recorded and some time later the property was sold to John Hill, who since died and the property passed to his heirs. The agreement provided for certain payments of money which were not made and the plaintiff claims that thereby the agreement was rendered void but files this bill for a decree of the Court to remove the cloud on his title.

Another bill in equity against the Manufacturers Water Company of Johnstown has been filed by William H. Barron of Stonycreek township to restrain that concern from taking any of the water from the Stonycreek or Quemahoning creek for to be furnished to residents of Cambria county. Plaintiff avers that these streams furnish most of the water for his farm and that if they are drained by the water corporation the value of his farm will be diminished. He also avers that the defendant company is without power or authority to appropriate the water from these streams for use in Cambria county as the powers granted them under their charter do not extend this far.

REFUSED NEW TRIAL.

Berwind-White Company Takes the Berkey Suit to Supreme Court

SOMERSET, Aug. 2[illegible].—Judge Kooser filed an opinion with Prothonotary Gerhard on last week refusing the Berwind-White Company a new trial in the case brought against it by Henry A. Berkey of Paint township. Attorneys for the coal company immediately took out an appeal to the Supreme Court.

Henry A. Berkey is the owner of a farm in Paint township and the Berwind-White Company owns the coal under it. The plaintiff alleges that his farm is being greatly damaged for agricultural purposes by reason of the negligent mining operations of the defendant company and in a suit tried in March the plaintiff's contentions were supported by many of his neighbors. The jury awarded Mr. Berkey five thousand dollars damages and it is reported that the defendant company was willing to compromise for about three thousand dollars. Judge Kooser refused to reduce the award.

AFFECTS INDEPENDENTS

Interstate Commerce Commission Helps Them in Car Supply

WASHINGTON, D. C., Aug. [illegible]1.—Distribution of coal cars by railroads among the mines along their lines must be made. This decision was rendered in the case of the Hillsdale Coal Company against the Pennsylvania Railroad Company.

The Hillsdale Coal & Coke Company is largely controlled by Clark Brothers of Glen Campbell, Indiana county.

A member of the firm said tonight that the decision of the Interstate Commerce Commission would affect several hundred independent coal operators in Central and Western Pennsylvania.

Injured His Back

Andy Eutsch[illegible] employed in the mines of the H. C. Frick Coke Company at Trotter, is at the Cottage State hospital with an injured back as the result of a fall of slate in the mines Thursday afternoon. His injuries are not serious.

FOREIGNERS IN SOUTH INCREASE.

Movement Practically Confined to the Last Ten Years.

MOST OF THEM ARE ITALIANS

The Percentage of Foreigners in Southern Coal Mines is 29.1. About One-third From Southern Italy. Few Had Mining Experience in Native Country

WASHINGTON, D. C., Aug. 21.—A thorough study of the immigration situation in the bituminous mines of West Virginia, Virginia, Kentucky, Tennessee and Alabama is presented in a report completed today by the Immigration Commission. Previous reports have shown a general survey of the industry and detailed studies of conditions in Western Pennsylvania, the Middle West and the South west.

About ten years ago an active movement into the Southern field was begun by South European immigrants. Of the [illegible] mine employes for whom the commission's report shows detailed statistical information 29.1 per cent were foreign born, [illegible] per cent were native born of foreign father, [illegible] per cent were negroes and [illegible] per cent were whites native born of native father. In the bituminous mines of other sections of the United States the number of foreign born employes greatly exceed the native born and in no section except the South is found more than a very small percentage of negro employes. The predominant foreign race in the Southern mines is the South Italian with 35 per cent of the total number of employes or almost one-third of the foreign born. North Italians, Slovaks and Magyars are found in considerable number.

The immigrants in the Southern mines are recent arrivals, 7[illegible] per cent having been in the United States less than 10 years and [illegible] per cent less than five years. Practically all of the Montenegrins and Bulgarians had been in the United States less than five years.

A smaller proportion of immigrant mine employes in the Southern field than in any other section of the United States had had mining experience abroad. Only 10.4 per cent of the foreign born employes had been engaged in any kind of mining before coming to the United States. Mining had been followed abroad by only 2 per cent of the Croatians and 2.6 per cent of the Bulgarians. Practically three fourths of the immigrants were farmers or farm laborers before coming to the United States.

Of immigrants of non-English speaking races [illegible] per cent were unable to speak English. The Bulgarians and Montenegrins show the least progress in this respect with three-fourths of each of those races unable to speak English.

Seventy-five per cent of foreign born employes, [illegible] per cent of the negroes and 9[illegible] per cent of white native born of native father were able to read some language. The smallest proportion of literates was among the South Italians with only [illegible] per cent able to read.

The average earnings per day for employes 18 years of age or over were $[illegible]. The average for the foreign born employes was $[illegible], which was 2 cents higher than for the negroes and only 1 cent lower than for white native born of native father.

ACCIDENTAL KILLING.

Coroner's Jury Does Not Place Any Blame For Italian's Death

An inquest was held last evening at 8 o'clock at the undertaking establishment of Morris & Company in to the death of Angelo Fraschetti, the Italian who died of injuries sustained by being caught by a Western Maryland steam shovel near Ohiopyle. The inquest was conducted by Coroner J. H. Bell and the jury was composed of the following men: [illegible], West, Ingram, Vance and Thomas Jones.

Several men who are employed on the steam shovel and who witnessed the accident were present and testified that the accident was purely accidental. They stated that the engineer was fixing the shovel in order to avoid an accident and he accidentally touched a lever and the shovel dropped and Fraschetti was caught between the shovel and some rock. The decision of the jury was that Fraschetti's death was accidental.

CONTINUES INJUNCTION

Court Not Ready to Decide Dispute Over Trolley Right of Way

UNIONTOWN, Aug. [illegible].—Judge [illegible] presided at a short session of court this morning, after which an adjournment was taken until Saturday, September [illegible].

The preliminary injunction issued against the Uniontown Radial Street Railway Company on petition of John S. Graham and others was continued and the time for hearing will be [illegible]. The petitioners at first did not [illegible] the amounts of [illegible] for property in Dunbar township, the petitioners claiming that the bonds filed is insufficient.

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RETURNS TO FACE DEATH.

Miner Goes Below After 20 Years and is Fatally Injured

WASHINGTON, Pa., Aug. [illegible].—Too glad to get back under the ground again, ex-Pittsburgher Daniel McGwigan, aged [illegible], of McDonald, yesterday as he entered the Blair Hill coal mine there to work as a miner—the first time in 20 years. As he was coming out of the mine last evening a car struck the one in which he was riding with five others. He was perhaps fatally injured and two others were seriously hurt.

The Injured

DANIEL McGWIGAN, left leg crushed, internally injured, [illegible], expected to die.

MICHAEL [illegible], right leg fractured.

STEVE [illegible], [illegible] about the body.

The car in which the five men were riding was starting slowly to ascend the slope from the level down in the mine. A roar was heard back in the darkness and before the men could attempt to get out of the way a runaway trip of cars struck the one in which the men were riding. It was overturned and the aged man was thrown under the trip.

McGwigan had been a miner until he was 50 years old. He then retired from the work and operated a truck farm. Often, however, during the last 20 years he spoke of his love for the darkness, the cool air and the silence of the mines. Yesterday he heard the Song of the Mines. His pick and shovel chirred, his light flickered and smoked and he hummed tunes of 20 years ago.

GRAVEYARD UNEARTHED.

Men Excavating For Coke Crusher Dig Up Skeleton of Youth

SMITHFIELD, Aug. [illegible].—Workmen near the Crystal works of the Stickle Coke Company made a gruesome discovery yesterday while excavating for a coke crusher to be erected at the plant. The men unearthed a skeleton, apparently of a child some 12 or 14 years old. The coffin was made of black walnut and is remarkably well preserved.

This makes 12 or [illegible] bodies that have been uncovered for which excavation work was done for the coke ovens. The old burying ground was unearthed. This is on the Battle farm, [illegible] father of Thomas Hatton and grandfather of the late Dr. Hatton, was buried in this cemetery. The burying ground was enclosed by a stone wall.

In the old days the graves were [illegible], there are no [illegible]. Hatton [illegible] the coffin something like a [illegible]. The coffin was then placed within and covered with boards. Some of the boards uncovered were in good condition, although they had been buried for years.

POPULATION 12,845

Connellsville Shows Over 47 Per Cent Increase in Past Decade

The other census returns give Connellsville a population of 12,845. In the past decade the town showed an increase in population of [illegible] per cent. Pittsburg only increased 18 per cent in the same time. Including the population of New Haven the increase of the greater borough was more than 47 per cent.

The figures it must be confessed are a disappointment to those who figured on at least 1,000 and this included about everyone in town. The showing is not however a bad one. There are many towns and cities in the country which have not made such strides forward. Connellsville has in the past 10 years.

In the past 20 years Connellsville has [illegible] rapid strides onward. In population in 1890 the population of the own was [illegible] and in 1900 it was [illegible]. The combined population of Connellsville and New Haven in 1900 was [illegible]6[illegible].

DERRICK BLOWS UP.

Foreigner Lights Match at Nicholson Township Gas Well

SMITHFIELD, Aug. [illegible].—An unknown foreigner ignited the gas in the well of the Masontown Gas Company on the Rittle farm in Nicholson township some time during Wednesday night. Nearby residents were awakened by the roar of the flames and the derrick together with thousands of feet of gas were consumed before the flames were brought under control. The rumbling of the fire could be plainly heard in this town.

It is not thought that the well was fired intentionally but that the blaze was accidentally caused by some one dropping a lighted match near the derrick not knowing the danger. A new derrick is in progress of construction now.

WANTS NEW SITE

Greensburg Concern Prefers Deep Water Port to Inland Town

The Standard Motors Record of B[illegible] announces that the [illegible] Engine Company of Greensburg, Pa., is seeking another site for its works. This company builds the Motsinger double rotary engine of 10 and 20 horsepower which is as large units as can be made in the present plant.

In order to build larger units and effect other betterments the company is prepared to consider the [illegible] of [illegible] which has good railroad facilities.

Look for Longworth

Congressman Nicholas Longworth will probably attend the big political rally at [illegible] in September.

WATER IS SHORT; TRAFFIC SHIFTED.

Baltimore & Ohio Sending West Virginia Freight This Way.

KEEPS THE SHEEPSKIN BUSY

Several Crews are Getting Extra Work Owing to the Fact That Only Passenger Trains are Being Run on the Third Division—No Trouble Here

Owing to the fact that the water supply is short on the Third Division of the Baltimore & Ohio railroad freight traffic originating in the West Virginia field is being shipped east by way of Connellsville. The freight is diverted down the Fairmont branch to the yards here and thence over the mountains.

The traffic just now amounts to about [illegible] a day. Only passenger trains and fastest freights are being sent over the Third Division. The water situation on that part of the Baltimore & Ohio system has become serious. Orders have been issued that [illegible] care must be observed [illegible] to prevent the water from being wasted.

The extra traffic on the Connellsville Division has given employment to a number of extra crews, men who otherwise would have been idle. At the same time the Third Division crews are not making much time.

The water supply on the Connellsville division so far has been plentiful. [illegible] anticipated [illegible] mountains the streams [illegible] are low at the company [illegible] anticipate that traffic will [illegible].

ASKS LOWER RATE FOR UPPER BERTHS

Charge of Discrimination Brought Before Inter-State Commission

WASHINGTON, Aug. [illegible].—That the [illegible] charge for an upper berth is [illegible] was charged in a [illegible] filed with the Interstate Commerce Commission by the State of Arkansas.

The complaint was [illegible] Attorney General of Arkansas and directed against the Pullman Company and [illegible] railroads operating [illegible] points in Arkansas, [illegible], Louisiana, Texas and Tennessee. [illegible] that the charges [illegible] for upper berths [illegible] and discriminating [illegible] compared to the charge for a lower berth.

The commission [illegible] to [illegible] the upper berths [illegible] in Arkansas and points in other States.

THE FIRST COAL

From Bituminous Vein Mined From the Richmond Basin

[illegible] bituminous coal [illegible] the Richmond [illegible] Virginia [illegible] Richmond [illegible] miles [illegible] Chesterfield county [illegible] which [illegible] to compete [illegible] Richmond [illegible] Richmond [illegible] in this field is for local consumption [illegible].

Try Our Classified Ads. They only cost one cent a word and always bring results.

FAYETTE COUNTY COURT RECORDS

Deeds Recorded

[illegible] at Masontown, $47[illegible], April [illegible], 1909. [illegible] to [illegible] lots in [illegible].

Walter J. Braddee et ux to Josetta Myers, for land in Georges township, August [illegible], 1910.

David M. Herzog et ux to the [illegible] Real Estate Company for lot in [illegible] Wall, Uniontown, $[illegible].

W. F. Crow et ux to Charles Solm[illegible], for quit claim for [illegible] tracts of land in Franklin township, $1, July [illegible].

Allen Riffle et ux to Samuel [illegible], for land in German township, [illegible].

[illegible] to [illegible], assignment of [illegible] in Connellsville [illegible].

Marriage Licenses

[illegible] York [illegible]; [illegible] of Brownsville [illegible]; [illegible] Connellsville [illegible].

Legal Notice

NOTICE IS HEREBY GIVEN THAT [illegible] Court of [illegible] William M. [illegible] B. Sterling [illegible] will be [illegible] the [illegible] Court [illegible] August [illegible], 1910.

WILLIAM McCLELLAND, Prothonotary. [illegible]aug4[illegible]

Notice to Bridge Builders

Sealed bids will be received by the County Commissioners [illegible] until [illegible] Saturday, September [illegible], 1910, [illegible] for the [illegible] of a bridge [illegible] near the [illegible] of [illegible] New Geneva [illegible]. [illegible] certified check for $[illegible]00 must be filed with the bid for the superstructure.

[illegible] County Commissioners [illegible]

J. S. LANGLEY,
J. H. McCLELLAND,
W. S. BLANEY,

Commissioners of Fayette County.
Attest—ROBERT POWELL, Clerk.

Notice to Contractors and Bridge Builders

SEALED BIDS WILL BE RECEIVED [illegible] the County Commissioners [illegible] until [illegible] September [illegible] for [illegible] over [illegible] Murphy's crossing to Detwiler's [illegible] William Dull [illegible].

Superstructure

[illegible] Mounts Creek [illegible] Springfield township [illegible].

[illegible] accompanied by certified check for $100. Bids for the superstructure must be accompanied by certified check for $[illegible].

Plans and specifications may be seen in this office. The right to reject any or all bids is reserved by the County Commissioners.

JOHN S. LANGLEY,
J. H. McCLELLAND,
W. S. BLANEY,

Commissioners of Fayette County.
Attest—ROBERT POWELL, Clerk.
[illegible]aug11d25aug-tw

Attorneys-at-Law

GEORGE M. HOSACK, ATTORNEY at Law. Office Suite 1109 Park Building, Pittsburg, Pa. Telephone 194. 1jan03

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B. F. BOYTS, Vice President.
E. R. FLOTO, Cashier.
JAS. B. STADER, Teller.
CONRAD GUTBROD, Bookkeeper.
RUTH ARTMAN, Stenographer.

DIRECTORS.
JOSEPH SOISSON, Soisson Fire Brick Company.
B. F. BOYTS, Boyts, Porter & Co.
JOSEPH R. STAUFFER, The Scottdale Bank.
W. F. SOISSON, Soisson Fire Brick Company.
ROBERT FELTY, Connellsville Grocery Company.
H. M. KEPHART, Capitalist.
S. J. HARRY, Contractor.
A. HAAS, Haas Hotel.
DR. M. B. SHUPE.

The Union National Bank.

West Side Connellsville, Pa.

Capital, : : $50,000.

This bank solicits the checking accounts of firms and individuals and extends to such customers every reasonable courtesy and facility.

Four Per Cent. Interest Paid on Savings Accounts.

LET US SHOW YOU

I'm from Missouri—You must show me is the attitude of the modern business man—That's all we ask—an opportunity to show you that we give the best possible service in every department of banking.

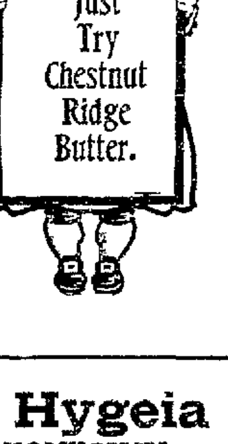
That we are prompt, accurate, courteous, accomodating.

4% INTEREST PAID ON SAVINGS

THE FIRST NATIONAL BANK

THE BANK THAT DOES THINGS FOR YOU.
[illegible] MAIN STREET, CONNELLSVILLE, PENNA.

Only Agency in this Section for ALL Steamship Lines



When you taste it and learn how delicious the flavor is we believe you will say to yourself: This is the butter for ME from this forward.

Chestnut Ridge Butter is the choicest quality we can procure from the best creameries of the Golden West—the kind which follows rare pride in producing top notch eatables.

TRY Chestnut Ridge Butter. Your dealer can supply you.

Hygeia Company
UNIONTOWN, PA.

EST DEPOT COMPLETE NOW.

Hundred Million Dollar New York Station Ready September 8.

TRAFFIC WILL BEGIN THEN

Structure is Largest in World Ever Built at One Time—Vatican, Winter Palace and Tuileries Larger But Took Centuries to Build

The largest building in the world ever built at one time, the Pennsylvania railroad station in New York, has just been completed and declared officially open It has also been announced in an official pamphlet distributed by the company that train service will be inaugurated Sept 8th The pamphlet contains the first official history of the work which has been published The history is inscribed on two tablets which have been placed on the sides of the main entrance of the station on Seventh avenue

The construction of the tunnel extension was begun June 10, 1903 The two tunnels under the North River and the four tunnels under the East River were built by shields driven from each side of the respective rivers, and union was completed by the junction of the last tube on the following dates

North River tunnels, Oct 9 1906
East River tunnels, March 18 1908

These were the first tunnels for standard railroad trains constructed under these rivers The construction of the New York station building was begun May 1 1904

According to the company's official statement The Pennsylvania station covers more territory than any other building ever constructed at one time in the history of the world The Vatican the Tuileries the St Petersburg Winter Palace, are larger buildings, but they have been centuries in their construction The Pennsylvania station is unique covering as it does eight acres of ground with exterior walls extending approximately one-half of a mile, all told and having been erected in less than six years time

Built after the Roman Doric style of architecture the New York station of the Pennsylvania railroad covers the entire area bounded by Seventh and Eighth Avenues and Thirty first and Thirty third streets The depth of the property on both streets is 799 feet 11¼ inches, and the length of the building is 788 feet 9 inches thus allowing for extra wide sidewalks on both side streets and avenues The walls extend 1 0 feet 6 inches from Thirty first to Thirty third street the Seventh Avenue facade signalizing the main entrance

While the facades of the station were designed to suggest the imposing character of the ancient Roman temples and baths the impression intended to be made upon the layman approaching the station in full view of the exterior general waiting room with its huge semicircular windows is that of one of the leading railway stations of the world

"In designing the exterior of the building the architects were at pains to embody two ideas. To express in so far as was practicable, with the unusual condition of tracks below the street surface and in spite of the absence of the conventional train shed not only the exterior design of a great railway station in the generally accepted form but also to give to the building the character of a monumental gateway and entrance to a great metropolis

Apart from these two ideas the plan of the station was designed to give the greatest number of lines of circulation The structure is really a monumental bridge over the tracks with entrances to the streets on its main axis and on all four sides In this respect the building is unique among the railway stations of the world, affording the maximum of entrance and exit facilities

This Seventh Avenue facade was conceived especially to symbolize in most imposing fashion a monumental gateway It may be compared with due allowance for its more massive proportions to the Brandenburg Gate in Berlin through which passes so much of the traffic of that city The central entrance on Seventh Avenue leads to the main waiting room through an arcade 225 feet long by 45 feet wide flanked on both sides by shops At the farther end of the arcade are the restaurants lunch rooms and cafe, and beyond are the general waiting room and concourse, the latter being on the first level below the street

"The main body of the building approximates in height the Bourse of Paris, reaching 76 feet above the street level With entrances through the two corners of the Station on Seventh Avenue there are carriage drives each about 6o feet wide or almost twice the width of a standard New York City street

The main waiting room on the concourse level is the largest in the world Within its walls are located the ticket offices baggage checking w[illegible]s and telephone and telegraph [illegible] so conveniently arranged that [illegible]nger may proceed from one to [illegible]r with a minimum amount of [illegible] and without retracing his [illegible] Adjoining the general waiting [illegible] the west side are waiting rooms, each 58 by 100 feet for men and women These open into retiring rooms"

MAKES DEFENSE,

W A. Arison Tells About Horse Deal With Manheimer.

UNIONTOWN Aug 29—An affidavit of defense was filed here to day in the case of A. H Manheimer of Connellsville against W A Arison of Smithfield Arison's attorneys are Gans and Jones

He claims that when the case comes to trial he will be able to prove that the pony, which was the cause of all the trouble, was and is his property On August 5th he states that William Campbell representing Clinton Smeak of Connellsville rode into Smithfield to sell the horse was on Owing to the condition that Campbell's animal was in he was unable to make a sale, and as the horse could not carry him back to Connellsville Arison loaned him a pony, which was to be returned The following day as he had not heard from Campbell, he went to Connellsville and on locating his animal in Manheimer's stable took him out and left.

Shortly after this residents living along Main street were surprised to see Manheimer rushing wildly down the hill minus coat and hat The chase ended in Uniontown for the day and Arison was arrested at Fairchance the next day

PIONEER CELEBRATES.

Thomas Johnson, 90 Years Old, Has Birthday Party

OWENSDALL, Aug 29—Thomas Johnson one of the earliest pioneers in the Morgan valley celebrated his 90th birthday Friday Mrs Johnson will be 88 years of age the coming October Mr and Mrs Johnson have been married almost 65 years and always lived at Rosemont their beautiful country home overlooking Morgan station

To Mr and Mrs Johnson eight children were born They are Marion and Henry of Denver Col, Frederic at home, Mrs Maria Jones of Connellsville, Mrs Catherine Brown of Leckrone Mrs Susan Hollfield of Indiana county One boy and one girl are deceased

Both Mr and Mrs Johnson are staunch Mennonites, though all their children belong to different denominations Both have lived in the Morgan valley all their lives

WOMAN DISCHARGED.

Mistreated StepDaughter and Justice Will Watch Her

UNIONTOWN Aug 27—Though there was evidence that she had mistreated her 15 year old step daughter Stella, there was hardly enough on which to hold Mrs Margaret Hartzell for court and she was discharged after a hearing before Squire John Boyle this morning She was prosecuted by Mrs William Abbot a neighbor Mrs Sweeney was the principal witness, and said the girl was physically unable to do the work she was subjected to adding that she worked her harder than she would think of working a horse

Mrs Hartzell was reminded that if there was any further complaints she would be held for court after which she left the room leaving her step daughter in charge of the neighbor who had brought the case The people reside at Mt Braddock

AFTER 19 YEARS

W H Cottom Visits Fayette County From Illinois Home

Mr and Mrs W H Cottom former well known residents of Dawson and now located in Toulon Ill are visiting friends and relatives in Dawson and vicinity after an absence of 19 years Mrs Cottom before her marriage was a Miss Gallatin and is widely connected in this section They came to attend the annual reunion of the Cottom family which was held last week at Dawson

Mr Cottom is in the contracting business at Toulon, Ill and likes the West very much He is in the heart of a fine farming country and the people there are very prosperous Toulon is 37 miles from Peoria Mr and Mrs Cottom left Dawson in 1876 and their many friends were glad to welcome them back to their native town They will be here for some time The Cottoms are well known in Connellsville

DRAWING PLANS

Architect Working on Proposed Parochial School Here

The final plans for the new Parochial school to be erected in the near future where the old parsonage now stands are being drawn up by A F Link, of Pittsburg It is said that they will be ready for approval within a few weeks at which time the amount to be put into the building will be decided upon

At a meeting of the school committee a week ago the preliminary plans were presented and approved The building will contain ten rooms will be constructed of brick and will be made as near fireproof as is possible During the coming term there will be about 400 in attendance at the old building but the new school will accommodate at least 500 as that is the number who are expected to eventually attend

Buys Uniontown Lot

D N Crift yesterday purchased the lot on Main street Uniontown opposite the Titlow Hotel from George F Titlow for a consideration reported to have been $5,000 or $125 per front foot

LITTLE LAD HANGS HIMSELF IN HOME.

Distressing Accident Happens in Family of Former Resident Here.

WAS PLAYING IN BASEMENT

Edward Burton, Aged 12, Son of Mr and Mrs C A Burton, Had Head Caught in Noose and Strangled Before He Could Be Extricated

Friends of C A Burton a former Baltimore & Ohio engineer of Connellsville were shocked to receive the news this morning of the accidental death of his 12 year old son Edward on Wednesday morning in Philadelphia

While playing in a swing which he had fastened to the joists of the cellar, Edward slipped became entangled in the knotted rope and was hanged before his suspended body was found by his mother

The boy had promised his mother that he would clean the cellar which he had intended fitting up with some home made gymnasium apparatus The looped rope, with both ends fastened to the joist, was to form the nucleus When his mother heard his happy shouts as he swung and climbed about the short length of stout rope she knew he had deferred the chore of cleaning up the cellar until he finished what he termed limbering up his muscles"

More than an hour later Mrs Burton went to the cellar to see how the work had progressed and almost swooned as she saw her boy's limp body hanging from the swing with his neck held fast by a loop which had strangled him She unfastened the rope and after vain attempts to resuscitate him notified a neighbor who sent a call to the Seventh and Carpenter streets police station The body was taken to the Women's Homeopathic Hospital where it was found that the boy's neck had been broken causing death

It is thought that in swinging the lad slipped from his seat and as he fell the rope looped itself tightly and broke his neck as he struggled to free himself

The accident happened at the home of his father at [illegible] Dakota street The funeral was held yesterday and was largely attended by his little playmates

C A Burton was a resident of Connellsville for about ten years prior to his moving to Philadelphia a year ago He was an engineer on the Baltimore & Ohio railroad until five years ago when he took a position with the Connellsville Manufacturing & Mine Supply Company and removed his residence from South Connellsville to the West Side There were three children in the family the oldest of whom was Edward The lad attended the public school on the West Side and was well liked by all who knew him When the family moved from this city he left many little friends who will be sorry to hear of his untimely death

MERCURY TAKES DROP.

Tumbled 18 Degrees From Friday Night to Saturday Morning

From 5 P M Friday to 7 Saturday morning there was a drop in temperature of 18 degrees which is going some for the month of August usually one one of the hottest periods of the year At the same time Friday morning the thermometer registered 62 and by night had risen to 71 But it was not necessary to look at the mercury Saturday morning to know that it was down to 5'

Some thought that there was a frost during the night but no traces of it have been discovered as yet When the sun first made its appearance an overcoat would have felt very comfortable, but by noon the atmosphere was somewhat warmed up It is predicted that September will be one of the warmest months of this year

RIVER VERY LOW.

Gauge Records Rock Bottom Mark in Past Two Years

From all appearances the Yough is going to establish another record this summer According to the report at the West Penn offices this morning the water has reached the lowest stage ever recorded by the gauge, which was installed on the bridge two years ago this coming September

It will be remembered that two years ago the stream appeared to have reached the limit in dryness However, at that time, there was a good sized stream flowing through the mill race of the Kell Long flour mill Yesterday the water almost ceased to flow through this thereby making another record On Saturday the reading 0 73 Sunday morning it had dropped to 0 16 and by this morning was down to 0 12 It is still going down

Postpone Vaccination

Until after the hot weather is gone the Uniontown School Board will not enforce strictly the law requiring children to be vaccinated before entering school

Charter is Granted

A charter has been granted the Connellsville Macaroni and Manufacturing Company capitalized at $60 000 F A Maddas being the applicant

REISINGER BUILDING.

Birthplace of The Courier Being Turned into a Bank

The remodeling of the old Reisinger building better known as the Soisson property, on West Main street, to make room for the new Yough Bank building, calls to mind the fact that it was the birthplace of The Courier Dad Hefley's tailor shop formerly stood on this location, and when the Reisinger building was planned in the early 70's it was moved to rear of the plat of grounds where it still stands, being used for a paint shop and warehouse The brick work on the new building was done by one of the Robbins, while John Cooley and James Wilson were the carpenters

On Tuesday July 17 1879 the Keystone Publishing Company issued the first number of the Keystone Courier with H P Snyder as its editor and E V Goodchild business manager The following week the day of publication was changed to Friday Editor Snyder ground out his editorials in the front room the publishing company occupying the entire floor

On April 9th 1880 the plant was moved to The Courier building on Water street where it remained until its present location was occupied

According to Vol 1 No 1 of the paper, the gas company had just notified its consumers that the price of its product would hereafter be $2.50 a thousand feet, allowing a discount of $ 50 if the bill was paid by the 10th of the month

Joshua G Gibson had the honor of being the first cash subscriber to the paper

ENDOW BAND IF STAND IS ERECTED.

It is Said Steps Will be Taken to Enlarge the Organization.

SECURE COMPETENT DIRECTOR

Belgians of the County, Experts on the Reed Instruments, Would Be Interested in the Movement—Matter is up to School Board

If the School Board should happen to approve the proposition to erect a band stand on the set of grounds at the corner of Carnegie and Library avenues it is understood that steps will be taken to increase the fund or [illegible] to [illegible] a [illegible] which is [illegible] towards the enlargement of the [illegible] a [illegible] director

That the [illegible] band is not given the support [illegible] the community which it deserves is the statement of one man who is interested in the proposed endowment [illegible] to enlarge the organization and make it as famous throughout Western Pennsylvania as the Eighteenth Regiment band of Pittsburg

Should these plans not [illegible] it is said there will be steps taken to enlist more players The local band is well supplied with performers on the brass instruments but lack players on the reeds To this end it is said efforts will be made to interest some of the Belgians of the county men who are experts with the clarinet and other reed instruments but not familiar with brass instruments

Attorney E. C. Higbee is interested in the movement to some extent As one of the solicitors of the School Board he has insisted that the [illegible] the board to its property would not be endangered by granting permission to erect the band stand Both Higbee and Attorney Matthews have strongly urged that his step be taken by the board but their arguments have not been entirely successful Several members of the board have apparently determined not to accept the legal version of such action which the solicitors have propounded

It is stated that an endowment fund of $1 000 a year would be sufficient not only to secure the services of a competent director but to purchase music as well If the erection of the band stand can be assured steps will immediately be taken it is said looking towards the creation of an endowment fund

The Connellsville Military Band has always enjoyed the reputation of being a good one What better advertisement can a town have than a splendid band? And what is more enjoyable for its citizens than band concerts on summer evenings I would gladly contribute $10 annually for the support of the organization and it would be an easy matter to find 99 others to do the same the statement made by one man today

The proposition to employ a professional director in no way reflects upon Chief Musician J W Buttermore under whose charge the band has prospered and continued as a first class organization Mr Buttermore is said would be one of the first to welcome such outside assistance

Cy Echard Strikes Gas

Another gas well has been sunk on the 10 acres of land owned by Cyrus Echard of town near Greztown Like the first one drilled a few weeks ago it had proven a fine product Both wells have been leased to the Greensboro Gas Company which will lay pipes to handle the product

NO CHANCE FOR COMMISSION PLAN.

Attorney E. C. Higbee Says Amendment to Constitution Necessary.

THIRD CLASS CITY BEST NOW

At Present There is No Authority for Government by Commission in Pennsylvania Municipalities—Form Not Representative?

According to Attorney E C Higbee there is no chance of government by commission for Connellsville in the near future Only by an amendment to the State Constitution can the Legislature provide for that style of government, he says For that reason, Mr Higbee suggests that immediate action be taken looking towards Connellsville becoming a city of the third class

Mr Higbee is not so sure that the courts of the State would interpret commission government a representative form of municipal operation He further insists that the present form in Pennsylvania is the best if properly administered

In order to become effective by 1911 Mr Higbee says it is necessary for Connellsville to take steps at once looking to becoming a city of the third class If the matter is deferred the change in government might be delayed until the municipal elections of 1913 It is not unlikely that the matter may come up at the November election Uniontown has just discovered that it may be large enough to become a third class city a subject which has been under consideration in Connellsville for months past

THIRD CLASS CITY.

Attorney E C Higbee Will Talk to Chamber of Commerce

Connellsville as a Borough and as a Third Class City will be the subject of an address to be delivered by Attorney E C Higbee at the quarterly meeting of the Chamber of Commerce [illegible] The form of the affair will be more as a smoker A buffet lunch will be served It is planned to make the meeting as sociable as possible Refreshments will be served consisting of sandwiches pickles coffee and [illegible]

It will be the first meeting for [illegible] months the principal purpose being to discuss Connellsville's [illegible] It is intended to show [illegible] the advantages of the town [illegible] with the [illegible] under a charter as a third class city [illegible] the matter will be thoroughly gone over and it may be decided to suggest to Council that an ordinance be passed authorizing the people to vote on the proposition at the November election

Under the law it requires four [illegible] to be before the people [illegible] on the matter and it is said that the Chamber will suggest that the matter be closed up as soon as possible

Another matter that may be taken up is the suggestion of holding an other exposition similar to the one held in the armory last year but on a much larger scale Some of the merchants are against the proposition contending that there is little benefit derived from such affairs Others however are rather enthusiastic towards the subject It is proposed to hold the exposition annually should it prove worth while and to interest manufacturers throughout the [illegible] region to send exhibits

The regular monthly meeting of the directors of the Chamber of Commerce will be held this afternoon at 2 30 Nothing would be given out this morning in regards to the matters to be taken up

It is said that there is [illegible] new industries which the board hopes to secure in the near future for Connellsville

Grasshoppers and Locusts

LATROBE Aug 29—(Special) Grasshoppers and locusts the latter said to be of the 17 year variety have appeared in this vicinity and crops are being destroyed rapidly Locusts have not appeared in great numbers but it is feared they are the advance guard of the main body

Has Built Test Road

Solely for the purpose of giving every new invention that may be presented to it and that appears to merit a fair test the Pennsylvania Railroad Company has caused to be constructed between Tyrone and Spruce Creek a small road fully equipped

GALLAGHER PROPERTY

Brings Good Prices and Warm Bidding at Uniontown

UNIONTOWN Aug 29—Spirited bidding and good prices marked the sale of the Jacob B Gallagher property Saturday Real estate and bank stock was sold bringing $76 114 It was one of the largest sales of its kind ever held in Uniontown

The Gallagher home property consisting of house and about 20 acres underlaid with coal and very valuable was not offered for sale It will likely be sold at private sale There also remains the mountain farm of 612 acres in Wharton and Stewart townships

Following is a list of the property sold

Thirty four shares capital stock of the National Bank of Fayette County sold to James I Feather for $1 1 per share The par value of the stock is $50 per share

Lot and two story double brick house at 80 North Gallatin avenue sold to G S Harah for $12,500

Property at North Gallatin avenue and Penn street bought by C E Dickson for Fort Necessity Lodge $10 700

Forty foot lot on Gallatin avenue, sold to R F Hopwood for $ 000

Forty foot lot on Gallatin avenue sold to Frank Rankin for $ 00

Lot and eight room house in Lincoln street sold to S J Morrow for $1 00

Two lots and two story frame house on Gallatin avenue, sold to Dr A P Bowie for $8 00

Two lots and house on Penn street sold to E W Dawson for $4 600

Two lots each fronting [illegible] on Penn street sold to I Frank for $[illegible]

Lot fronting 60 feet on North Gallatin avenue with small frame house sold to C O Lacalr for $6 0

Lot fronting [illegible] feet on alley leading off North Gallatin avenue sold to Paul Hogsett for $900 and another in same locality with small frame [illegible] sold to William Saunders for $1 [illegible]

Lot fronting [illegible] feet on Lincoln street extending back 1 0 feet to alley with two story frame house sold to G S Harah for $[illegible] 00

Lot fronting [illegible] feet on Penn street, with two story frame house sold to R[illegible] Messmore for $ 500

The lots in Coffee addition one sold to J J Springer for $100 one to J S Douglas for $[illegible] and one to Robert Williams for $100

Fifty foot [illegible] Main street extending back 1 0 feet to an alley sold to Dr C W Adams for $1 00

TO RETURN MONEY.

Railroads of this District Must Pay Back Overcharges

WASHINGTON Aug 27—The Inter-State Commerce Commission has authorized these refunds on overcharge by railroad on freight shipment.

Pennsylvania Pulverizing Company Granville $1 33 from the Pennsylvania railroad on a shipment of glass to Victor N Y Pennsylvania Salt Manufacturing Company Pittsburg $[illegible] from the Baltimore & Ohio railroad on a shipment of nitrate of soda from Baltimore Wheeling Corrugated Company Wheeling W Va [illegible] from the Wheeling & Lake Erie railroad on a shipment of conductor pipes to Houston Texas

PROPOSED AMENDMENTS TO THE CONSTITUTION SUBMITTED TO THE CITIZENS OF THIS COMMONWEALTH FOR THEIR APPROVAL OR REJECTION BY THE GENERAL ASSEMBLY OF THE COMMONWEALTH OF PENNSYLVANIA AND PUBLISHED BY ORDER OF THE SECRETARY OF THE COMMONWEALTH IN PURSUANCE OF ARTICLE XVIII OF THE CONSTITUTION

Number One

A CONCURRENT RESOLUTION

Proposing an amendment to section twenty six of article five of the Constitution of the Commonwealth of Pennsylvania

[illegible] by the Senate concurring that the following amendment to section twenty six of article five of the Constitution of Pennsylvania be [illegible] proposed in accordance with the eighteenth article thereof —

That section [illegible] of article [illegible] which reads as follows section 26 All laws relating to courts shall be general and of uniform operation and the organization jurisdiction and powers of all courts of the same class or grade so far as regulated by law and the force and effect of the process and judgments of such courts shall be uniform and the General Assembly is hereby prohibited from creating other courts to exercise the powers vested by this Constitution in the judges of the Courts of Common Pleas and Orphans Courts be amended so that the same shall read as follows —

Section 26 All laws relating to courts shall be general and of uniform operation and the organization jurisdiction and powers of all courts of the same class or grade so far as regulated by law and the force and effect of the process and judgments of such courts shall be uniform [illegible] notwithstanding any provisions of this Constitution the General Assembly shall have full power to establish such courts from time to time the same may be needed in any city or county and to prescribe the powers and jurisdiction [illegible] to increase the [illegible] of any courts now existing or hereafter created or to reorganize them or to vest in other courts the jurisdiction theretofore exercised by courts [illegible] the [illegible] and the administration of justice [illegible]

ROBERT McAFEE
Secretary of the Commonwealth

Number Two

A JOINT RESOLUTION

Proposing an amendment to the Constitution of the Commonwealth of Pennsylvania so as to eliminate the requirement of payment of taxes as a qualification of the right to vote

Resolved (If the House of Representatives concur) That the following amendment to the Constitution of the Commonwealth of Pennsylvania be, and the same is hereby proposed in accordance with the eighteenth article thereof

That section one of article eight be amended by striking out the fourth numbered paragraph thereof so that the said section shall read as follows

Section 1 Every male citizen twenty one years of age possessing the following qualifications shall be entitled to vote at all elections subject however to such laws requiring and regulating the registration of electors as the General Assembly may enact

First He shall have been a citizen of the United States at least one month

Second He shall have resided in the State one year (or if having previously been a qualified elector or native born citizen of the State he shall have removed therefrom and returned then six months), immediately preceding the election

Third He shall have resided in the election district where he shall offer to vote at least two months immediately preceding the election

A true copy of Resolution No 2
ROBERT McAFEE
Secretary of the Commonwealth

Number Three

A JOINT RESOLUTION

Proposing an amendment to the Constitution of the Commonwealth of Pennsylvania so as to consolidate the courts of common pleas of Allegheny County

Section 1 Be it resolved by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met That the following amendment to the Constitution of Pennsylvania be and the same is hereby proposed in accordance with the eighteenth article thereof

That section six of article five be amended by striking out the said section and inserting in place thereof the following

Section 6 In the county of Philadelphia all the jurisdiction and powers now vested in the district courts and courts of common pleas subject to such changes as may be made by this Constitution or by law shall be in Philadelphia vested in five distinct and separate courts of equal and coordinate jurisdiction composed of three judges each The said courts in Philadelphia shall be designated respectfully as the court of common pleas number one number two number three number four and number five but the number of said courts may be by law increased from time to time and shall be in like manner designated by successive numbers The number of judges in any of said courts or in any county where the establishment of an additional court may be authorized by law may be increased from time to time and whenever such increase shall amount in the whole to three such three judges shall compose a distinct and separate court as aforesaid, which shall be numbered as foresaid In Philadelphia all suits shall be instituted in the said courts of common pleas without designating the number of the said court and the several courts shall distribute and apportion the business among them in such manner as shall be provided by rules of court and each court to which any suit shall be thus assigned shall have exclusive jurisdiction thereof subject to change of venue as shall be provided by law

In the county of Allegheny all the jurisdiction and powers now vested in the several numbered courts of common pleas shall be vested in one court of common pleas composed of all the judges in commission said courts Such jurisdiction and powers shall extend to all proceedings at law and in equity which shall have been instituted in the several numbered courts and shall be subject to such changes as may be made by law and subject to change of venue as provided by law The president judge of said court shall be selected as provided by law The number of judges in said court may be by law increased from time to time This amendment shall take effect on the first day of January succeeding its adoption.

A true copy of Resolution No 3
ROBERT McAFEE
Secretary of the Commonwealth.

Number Four

A JOINT RESOLUTION

Proposing an amendment to section eight, article nine of the Constitution of Pennsylvania

Section 1 Be it resolved by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met That the following is proposed as an amendment to the Constitution of the Commonwealth of Pennsylvania in accordance with the provisions of the eighteenth article thereof —

Amendment to Article Nine Section Eight

Section 2 Amend section eight article nine of the Constitution of Pennsylvania which reads as follows —

Section 8 The debt of any county city borough township school district or other municipality or incorporated district except as herein provided shall never exceed seven per centum upon the assessed value of the taxable property therein nor shall any such municipality or district incur any new debt or increase its indebtedness to an amount exceeding two per centum upon such assessed valuation of property without the assent of the electors thereof at a public election in such manner as shall be provided by law but any city the debt of which now exceeds seven per centum of such assessed valuation may be authorized by law to increase the same three per centum in the aggregate at any one time upon such valuation so as to read as follows —

Section 8 The debt of any county city borough township school district or other municipality or incorporated district except as herein provided shall never exceed seven per centum upon the assessed value of the taxable property therein nor shall any such municipality or district incur any new debt, or increase its indebtedness to an amount exceeding two per centum upon such assessed valuation of property without the assent of the electors thereof at a public election in such manner as shall be provided by law but any city the debt of which now exceeds seven per centum of such assessed valuation may be authorized by law to increase the same three per centum in the aggregate at any one time upon such valuation except that any debt or debts hereinafter incurred by the city or county of Philadelphia for the construction and development of subways for transit purposes or for the construction of wharves docks or the reclamation of land to be used in the construction of a system of wharves and docks as public improvements owned or to be owned by said city and county of Philadelphia and which shall yield to the city and county of Philadelphia current net revenue in excess of the interest on said debt or debts and of the annual installments necessary for the cancellation of said debt or debts may be excluded in ascertaining the power of the city and county of Philadelphia to become otherwise indebted Provided that a sinking fund for their cancellation shall be established and maintained

A true copy of Joint Resolution No 4
ROBERT McAFEE
Secretary of the Commonwealth.

11aug13tw

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A thin, pale oil. High real viscosity—no fictitious body. Retains its lubricating powers at high temperatures. The best oil for either air or water-cooled cars.

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Independent Oil Refiners.

SPECIAL AUTO OIL

GOOD SHOWING BY THE B. & O.

In Year of Rising Wages Transportation End Does Well.

INCREASES ARE KEPT DOWN

Gain For July Smallest, Except One, Since February 1909—Company Pursued Bad Policy In Delaying Improvements During Panic.

NEW YORK, Aug. 24.—The Baltimore & Ohio Railroad Company's earnings are not exactly reassuring as to the state of the transportation business in trunk line territory, even though they exhibit an increase of $154,000 in net earnings. The gain in gross earnings is, relatively and actually, the smallest the road has experienced, with the single exception of December, 1909, since February, 1909, and the December gain is an exception as to amount only, not as to percentage over the year before.

Until July Baltimore & Ohio's ratio of gain in gross had been pretty steadily at or about 20% since the fall of 1909. This is a larger ratio than most of the trunk line roads have experienced, but the Baltimore & Ohio was slow to recover from the effects of the depression and made by no means an enviable record in 1909. Hence, by comparison, it seems to have been doing more business than other roads the past 12 months.

Net earnings have not gained anything like a normal proportion of the gross increases.

The chief reason for the generally low level of the net percentages above is the enormous increase of $7,500,000 in maintenance charges the past year. On way and structures alone the increase was equivalent to $553 per mile of road, while on roadbed and equipment together no less than $1,800 per mile was added to the maintenance accounts. Transportation expenses increased $4,548,407, but this was not out of proportion to the gain of $16,000,000 in gross earnings, the transportation ratio having, in fact, been reduced from 343% to 33.5%.

In a year of rising wages and higher material costs, this fact is decidedly creditable to the operating staff. Presumably it is attributable, at least in part, to the heavier maintenance charges. There can be little doubt that the Baltimore & Ohio pursued a mistaken course in delaying the repair of its equipment so long after the beginning of better times after the slack business of 1908, and therefore there is every reason to suppose that the heavy maintenance expenditures of the past year were not only advisable but necessary.

Thus the real position of the Baltimore & Ohio stockholder is far better today than it was a year ago, and the difference between 9% on the common stock, approximately what was earned in 1909-10, and the 6.62% of the previous year, does not begin to measure the rise in the stockholder's fortunes. If business should go off, the road will at least be in excellent shape to make and to stand the necessary economies; if, as now seems not unlikely, the crops are good enough to revive industry as well as to furnish their own average tonnage, the B. & O. will be able to make the most of the access of new traffic. As a matter of fact this road's recent large receipt of new freight cars and its pending orders for more cars and locomotives, and its fairly heavy borrowing of the past months better prepare it for the latter than for the former contingency.

In respect to the Cincinnati, Hamilton & Dayton undertaking the position of the B. & O. leaves much to be desired. That road is cutting down its annual deficit, but it apparently failed to meet its fixed charges for the past year by $600,000 or $700,000. Not all of these charges are guaranteed by the B. & O. but the latter nevertheless has to a very considerable extent made itself responsible for the success of the reorganization. Its assistance will no doubt take the form of funds advanced until such time as the smaller road is self-supporting.

In any but the most improbable event the Baltimore & Ohio can be expected to do as well this fiscal year as it did the last. The new management has brought with it a new order of things, characteristic of which are a stricter regard for the physical condition of the property, closer attention to the needs of the communities served and greater energy and decision in the prosecution of construction and extension work.

GETS NEW INDUSTRY.

Patent Box Will Be Manufactured at Somerset.

SOMERSET, Aug. 25.—(Special.) The building on the South Side formerly used as a factory by the Somerset Casket Company, has been leased by the U. S. Folding Box Company, which concern will engage in the manufacture of a folding crate recently patented by an Altoona man.

It is believed that this box will prove a money maker, and that it will effect great economy in wood, as the same crate can be used several times.

If you have coal land for sale advertise it in The Weekly Courier.

SMOKE RELIEF.

In New Tunnels of B. & O. Gases Will Be Fanned Ahead.

In the building of the new double track tunnels at Tunnelton and at the Sand Patch grade, the Baltimore & Ohio railroad will put in an appliance to relieve passengers and trainmen of annoying smoke and gases. Smoke and gas will be forced ahead of the train, leaving the tunnel at the emerging entrance instead of the entering one for trains.

The appliance is now in use on the Chesapeake & Ohio and has been found to work satisfactorily. It consists of pipes running along the walls into which fresh air is forced at the entrance by swift moving fans. Automatic valves are placed in these pipes at intervals releasing the air under pressure, which takes up the smoke and gas as the engine emits it.

The appliance does not do away with these nuisances. They come from the entrance of the tunnel in great volume, but the passengers are not annoyed and can ride with comfort by open windows in these tunnels.

The new tunnel at Tunnelton is on the section of the road between Grafton and Terra Alta. It will take the place of the present single track tunnel at that place, which may be abandoned. Work on it will soon begin.

The Sand Patch tunnel will also be eliminated and a new double track one, two and a half miles long, will be built on a revised line extending westward to Meyersdale. This will facilitate the passenger movement and also secure a low grade freight line from the Somerset coal regions to the summit of the Allegheny Mountains. From there eastward the grade is already down hill.

ON THE JOB.

President Willard of B. & O. Shakes Up Testing Officials.

Illustrative of the personal and practical attention that President Daniel Willard, of the Baltimore & Ohio, is bestowing upon that property, it is related that recently he made a discovery that resulted in an upheaval in the testing department.

It appears that while en route to headquarters, in Baltimore, from New York several weeks ago, he left his car in Philadelphia, making the remainder of the journey in the cab of the locomotive. An expert engineer himself, he was not long in discovering that the engine was not doing its best, through no fault of the engineer. In Baltimore he ordered the locomotive sent to the testing department and another to take the train on to Washington. The fault in the first locomotive was discovered readily whereupon President Willard ordered the testing of every locomotive in the passenger service, necessitating the travel by two testing experts upon the pilots of the engines running between Philadelphia and Washington.

These experts held a speed indicator and also were required to note the vibrations and movements of the locomotives at various rates of speed. President Willard, however, was not satisfied until the high power engines were capable of making at least 84 miles an hour, day and night, which the most of them, it is reported, can do now.

SITE TAKEN UP.

Reported That Option is Closed For Glass Plant Near Smithfield.

SMITHFIELD, Aug. 25.—A report is current here today that the parties holding an option on the John Moody farm have agreed on the site and the matter has been brought to a close. It is said they will at once proceed to erect a glass plant that will give employment to a large number of people.

Consisting of about 80 acres, the farm is considered an ideal location for any manufacturing firm, owing to its excellent location. It fronts on the Baltimore & Ohio yards along the eastern side, while the western edge is skirted eby the Smithfield & Masontown branch of the Baltimore & Ohio along its entire length. Excellent drainage is another good feature of the land, which would make town lots of the better kind.

Killed by Mine Cars.

CUMBERLAND, Aug. 25.—(Special.)—James J. Jacobs, 30 years old, of Frostburg, assistant mine foreman at the Consolidation Coal Company mine No. 7, near Frostburg, was instantly killed by a trip of empty mine cars. Jacobs was prominent in Masonic circles.

Improving Smithfield.

SMITHFIELD, Aug. 25.—(Special.) Street Commissioner O. J. Stewart is macadamizing West Main street from the Baptist cemetery to the foot of the hill in front of Squire Core's

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Colonial Coke Company, Smock	100	Struthers Coal & Coke Co., Fairbank Works	160

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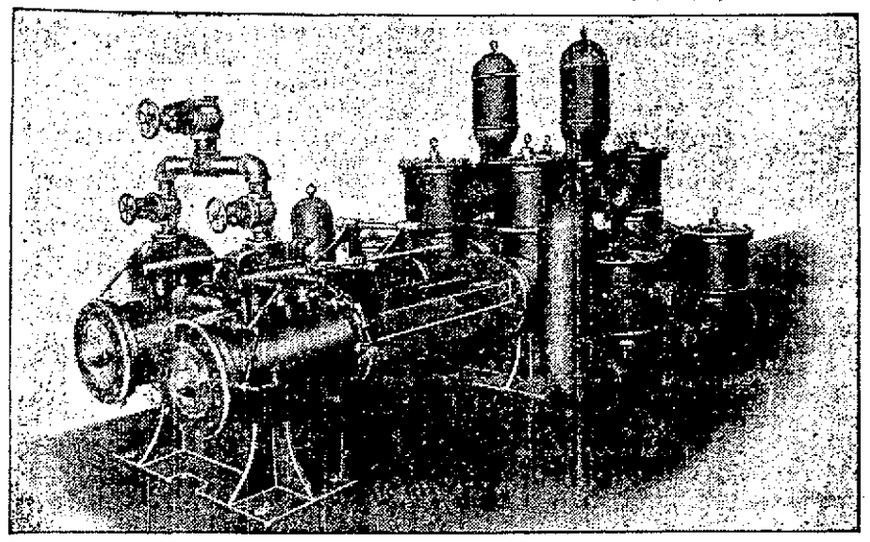

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